

I-231-001

Thank you for your comment stating your preference for a station at NE 145th Street.

From: SAMUEL H BESS <shbess116@msn.com>
Sent: Sunday, September 08, 2013 11:13 PM
To: Lynnwood Link DEIS
Subject: Station selection between 145th and 155th ST

TO: Lauren Swift

I-231-001

We prefer/chose the 145th Station location for the following reasons:

1. The location is more open, will require small habitat removal, and is already at grade for a ground level station platform.
- 2, 145th St East and West is a major arterial well developed with the potential for major upgrades with an eye to future residential and business development in support of the new station location.
3. WDOT should be able to give right-of-way in larger portions at this location allowing for the addition of a 650+ vehicle parking facility with transit access by both CT and Metro.
4. The city of Shoreline has already agreed to accept responsibility for both sides of 145th St.
- 5 145th St has the best development potential for high density residential housing with collateral business development.
- 6 Perhaps with some vision, a restaurant (glass house concept) over the freeway on the bridge like the one in Chicago (MacDonalds) would be a corporate contribution to the upscale of that venue.

Samuel Bess
Gwen Bess
116 NE 158th St.
Shoreline, WA 98155

From: Michael Cameron <michaelfcameron@gmail.com>
Sent: Tuesday, September 10, 2013 10:57 AM
To: Lynnwood Link DEIS
Cc: Swift, Lauren; Michael Cameron
Subject: Comments on Draft EIS - Lynnwood Link
Attachments: 2013-Sep-09_SoundTransit_DEIS.pdf; ATT00001.htm

Ms. Swift,

The attached letter contains my comments and suggested edits on the Draft Environmental Impact Statement for Sound Transit's proposed Lynnwood Light Rail Link. I hope that you will give this letter and its suggestions your full attention and consideration. I welcome the opportunity to talk with the Board about them in further detail.

Michael Cameron, Ph. D.
20035 12th Ave NE
Shoreline WA, 98155
(206) 321-7740
michaelfcameron@gmail.com

Sound Transit DEIS Comments
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

Ms. Swift,

This letter contains my comments on the Draft Environmental Impact Statement (Draft EIS) for Sound Transit's proposed Lynnwood Light Rail Link.

I am a supporter of Sound Transit Light Rail and conceptually I think that the Lynnwood link extension will benefit the region. All of the current designs however, will have significant and negative impacts on my property values, my families' quality of life, and potentially our safety. I have read relevant parts of the Draft EIS and I do not think that the noise, and particularly visual, and safety impacts of the designs have been properly accounted for, especially in my case. I suggest five ways that the Final EIS should be modified and present two minor modifications to the route, either of which should mitigate all of my concerns at little additional cost.

I live in Shoreline's Ballinger neighborhood at 20035 12th Ave NE. My property borders, and is directly east of, the I-5 northbound off ramp for Exit #177.

I-232-001

Noise Impacts

The Draft EIS suggests that the additional noise from the train will be minimal. I am skeptical about the noise estimates for two reasons:

- The model for estimating noise uses data from microphones that were not placed very close to my property. My house is situated on top of the only hill in the neighborhood; as such, it seems unlikely that the model output accurately represents conditions at my house.
- There are many trees, shrubs and other vegetation that will have to be removed to install the elevated tracks. It is unclear if this reduction of sound-absorbing vegetation was considered when modeling the increase in noise.

- 1) In the Final EIS, I would like to see the estimates for noise impacts at my property revised to account for and address these concerns.

I-232-002

Visual Impacts

The Draft EIS identifies the visual impact for my address as "Low". By any definition, this is clearly incorrect.

- All current designs have the track, less than 90 feet from my property and elevated 25 feet from the ground (or approximately 15 feet above the I-5 off ramp). Adding the train height of 12 feet and additional superstructure suggests a combined sight impact nearly 40 feet tall.
- My current view towards the off ramp is of 125 feet of light-filtering (and noise dampening) evergreens. Replacing this natural view (a primary reason we bought the property and the defining characteristic of the neighborhood) with a three story tall structure not a "low" visual impact.
- I have attached my artists renderings (Figures. 1a-c) of what our backyard will look like after the elevated track is built as designed in the Draft EIS. Again, clearly not a "low" visual impact.

- 2) In the Final EIS, I would like to see a re-evaluation of the visual impact on my property revised to account for and address these concerns.

I-232-001

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts under FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Foliage, if dense, can provide slight reductions in noise levels. The FTA and FHWA provides for up to a 3 dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year around. Because of the varying foliage in the project area, the estimates of noise used for the EIS assessment did not assume foliage would reduce the noise from the train, and the resulting projections of noise and the mitigation measures are conservative. A 3 dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor will have little overall effect on light rail nor traffic noise.

Topographical conditions are included in the noise analysis, which used models to project noise based on the location of the train and the location of sensitive receptors. The Noise and Vibration Technical Report has further details on the existing and project future noise levels for specific homes in the study area, including your property.

I-232-002

The Final EIS includes an updated assessment of impacts of the elevated structure at this location, however the Draft EIS was not intended to define visual impacts parcel by parcel, but rather for larger areas of viewsheds. It is accurate that some locations, particularly those adjacent to the facility could have higher localized impacts. Sound Transit's tree clearing policies for elevated light rail provide for clearing within 30 feet of the centerline of the structure, or about 15 feet from the edge of the structure. At this location, there is about 115 feet of

I-232-003

Potential hazards and safety concerns

- Three professional arborists have visited my property and all have indicated that removing trees would increase the chance of any remaining trees being felled by wind. In the past 10 years, two very large trees have already come within 20 feet of hitting our house so the removal of any additional trees is a potential hazard and significant safety concern.
- In addition, we have learned that the very steep land just west of my property, upon which the elevated track will be built, is simply landfill deposited while building I-5. As such, risks from landslides are a safety concern given the prospect of significant tree removal.

3) I would like to know how many, and which, trees will remain after construction. I have asked this question of multiple Sound Transit representatives, but no one seems to be able to provide this or any information on what is generally removed in similar situations; yet it is critical to knowing how much our view and potential safety will be impacted.

4) Similarly, I would like to know what assurances Sound Transit can provide that your development plans will not increase the risks (from falling trees, landslides or any other modifications) to my family and property.

I-232-004

My Proposal

I have lived in the Puget Sound area for nearly 20 years and my family has lived at our house for 10 years. We have always had the intention of raising our family and retiring there. However, if the visual and noise impacts and safety concerns are not appropriately mitigated in a way other than what is described in the Draft EIS my family will be forced, very soon, to move in order to retain the equity earned in the house and our quality of life. For perspective, I'd ask if any members of the commission would consider buying a house with these issues, I expect they wouldn't.

I have two proposals for slightly modifying the planned route; either will allow my family to stay in our home:

Proposal 1: Keep the train at ground level where it borders our property and leave all trees intact.

Proposal 2: Have the elevated track cross over the Exit #177 off ramp approximately 300 feet further south, thereby moving it west approximately 40 feet further than currently planned (see attached Figures 2a-b).

5) In the Final EIS, I would like to see an evaluation and due consideration of these two proposals.

Though my comments are written as a response to the Draft EIS I would like to see them addressed in a more formal way perhaps with a direct reply or the opportunity to discuss them directly with the board.

Thank you for your attention to these concerns.



Michael Cameron, Ph. D.
20035 12th Ave NE
Shoreline WA, 98155
(206) 321-7740
michaelfcameron@gmail.com

vegetation between the paved area of the shoulder of the off-ramp and the edge of the right of way. There is about 90 feet of heavy evergreen vegetation between the edge of the current vegetation management area for the highway and the edge of the right-of-way. Location of the elevated structure at this location would remove the large evergreen trees closest to the roadway which have the most dense foliage. In most cases, there would be one or two rows of mature evergreen trees retained between the elevated structure and the edge of the right-of-way, however because these trees have grown in shade, the lower branch vegetation is less dense and will provide less of a visual screen. The Final EIS identifies mitigation measures for the project, but the detailed definition of plantings in specific locations would be accomplished during final design. Replacement trees would be considered where space is available. As indicated in Section 4.5.6 of the Draft EIS, new evergreen trees adjacent to the elevated structure would provide screening after a 15 to 20 year period, depending on the size of trees at the time of planting.

I-232-003

During preliminary engineering for the Preferred Alternative and to support further estimates on tree removal, Sound Transit performed initial assessments of corridor trees, reviewed potential tree removal needs, and considered potential tree hazards. While this document was to support continued design and is not part of the EIS, it has been used to update the consideration of visual impacts and to calculate tree replacement and mitigation needs. It is also available on request from Sound Transit. However, definitions of the specific trees to be removed requires a higher level of detailed design and construction planning than is necessary for an EIS to describe impacts and identify mitigation. It is also important to recognize that the alignment remains entirely within the WSDOT right-of-way, and must balance visual impacts against other safety, transportation and environmental management needs. Sound Transit is committed to building a safe system that does present safety



Figure 1a. View (actual and artists' rendering) of NW corner of property looking west.

or hazard risks to adjacent properties. For example, additional geotechnical studies have been performed as part of continued engineering for the project, and structural and other related engineering design assessments reflect the needs for retaining walls, deep foundations or pilings, and other design measures to address areas of geological concern. The Final EIS include a summary of the geologic hazards that have been identified in the project areas. During final design, the project will confirm the design approach to address specific geologic hazards, areas with slope stability concerns along the project alignment.

I-232-004

Sound Transit has reviewed your proposals to consider whether they have the potential to avoid potential impacts near your property. In reviewing Proposal 1, as the light rail profile approaches the property from the south, it is coming out of a cut into the hillside adjacent to I-5. To lower the profile through this area would require cutting even further into the hillside. At about 800 feet south of the property, the existing ground drops about 40 feet. Traveling north the ground continues to drop further as it becomes adjacent to wetlands and State Route 104. Heading north from there, the next major connection point is the elevated Montlake Terrace Transit Station at 236th St. SW. To maintain a light rail profile meeting established design criteria based on safety and efficiency and to minimize negative impacts through this area, an elevated structure maintaining a minimum height over the southern-most State Route 104 exit ramp is needed. The elevation has been refined for the Final EIS, and the visual impact information in this area was updated. In reviewing Proposal 2, there are a number of design constraints that require maintaining the light rail alignment in the approximate location as shown in the Draft EIS and now in the Final EIS. Based on design guidelines for the use of the I-5 right-of-way between Sound Transit and WSDOT, the light rail project footprint is outside of an approximately 94 foot section reserved for the freeway and potential future improvements.



Figure 1b. View (actual and artists' rendering) from SW corner of property looking west.

The horizontal alignment is also constrained by a more narrow width of existing right-of-way between NE 185th St. to north of NE 195th St. To provide a horizontal design as shown in your Figure 2a-b, while still meeting the project's light rail design standards, would require further encroachment beyond the right-of-way and upon more properties and homes in this area. Therefore, Sound Transit is continuing to propose the Preferred Alternative design rather than your suggested alternative.



Figure 1c. View (actual and artists' rendering) of SW corner of property looking northwest.



Figures 2a-b. Detailed and simplified map view of currently planned route (yellow) and the alteration outlined in Proposition 2 (red). My property boundary is outlined in pink.

From: Swift, Lauren
Sent: Monday, September 09, 2013 10:25 AM
To: Lynnwood Link DEIS
Subject: FW: Comment on Lynnwood DEIS sent to web_feedback

COMMENT

Email: t.g.christopher@ieee.org
Name: Terence Christopher
Date sent: Sept 6, 2013 @ 8:05pm

I attended a meeting held at the Latvian Church at Northgate concerning the proposed extension to Lynnwood Transit Centre. The presentation basically said that the design was determined by cost factors, and the placement of the rail line had been decided and the only discussion therefore was mitigating the nuisance. I felt that this preemption of public opinion was misguided as the important information that you need the utility of the proposed rail line clearly depends on its use by the community.

You seem to be ignoring the needs of community in order to get the line installed.

My reason for this comment is based on the response to my questioning why the line should be on the East side of I5.

The response was that a bridge across I5 would be too expensive. However at Northgate there is in fact a little used bridge starting at to the East of the entrance to I5 Northbound which has no ongoing highway connections on the West side and merely serves the local community that exists between Northwest Hospital and I5. As a road bridge its structure is more than adequate to carry rail traffic. It is obvious that I5 must be crossed by the rail line if it is to go to the Lynnwood Transit Centre which is on the West side. It might well be that modifying the existing bridge at Northgate might be a lot less expensive than any other crossing point. Clearly a cost comparison would be needed.

Thus the real issue is whether it would be better for the community to have the rail line on the West or the East side of I5.

There are real issues with the difficulties of building on the East side of the expressway as most of the big flyover and road approaches to I5 are located on the East side of the Highway. The land to the West side is elevated above the expressway and the likelihood of need for noise abatement would be much less.

However from my viewpoint as a rider on express buses on I5, there are several big questions and opportunities on the West side of I5.

1) The bus stop at 145th is completely undeveloped. There is a big ramp up to nothing. No parking lot, no connections. I don't see people getting on or off. Yet this is a cross street that goes all the way across the city providing connections from Highway 99 (and the express buses on it?) to Lake city way and that network. It is totally unexploited.

2) Just north of 145 on the west side is a sports field which is used heavily for soccer coaching. It has no public access and parents have to park on the side of the road. It is a stones throw from I5 There is a similar bigger field on the East side

that is too far away to be connected to the train. It would make a great deal of sense to work out a way to combine all of these features into a service that would connect this whole area of North Seattle to the Airport.

2) Just North of 145h on the West side is the Bus Barn. That is used presumably for parking and repairing buses. However it is in residential real estate not commercial real estate. Why not develop that into a North Seattle bus hub connected to the transit? I realise that you have developed Northgate for this purpose, however the traffic at Northgate is really heavy and the mixture with the buses ends up in a quagmire. If you are interested

I-233-001

The west side alignments like the one being suggested are not being further considered, as was stated in the Draft EIS in Chapter 2, Section 2.5. West side alignments would have greater impacts without mobility benefits and do not coincide with optimal station locations that the east side alignments through Mountlake Terrace would offer.

I-233-001

I-233-001

I-233-002

in rapidly moving people some connections away from a shopping centre might be a lot faster cheaper and easier. Lynnwood does quite well in that regard as it is out of the traffic patterns.

3) One big point made by your spokesperson was the importance of connecting the rail line to the transit center at Mountlake Terrace. He implied that it was an important centre. However the reality of this is that it is located in a knot of roads and serves only the local area population. The garage and parking area fills up by 8.30 in the morning much as does the transit centre in Lynnwood. Thus the new garage that was completed only a few years ago needs to be increased in size. The whole thing is perched on the side of a hill and I5 closely adjoins it. I am afraid that putting a train track and station there would make further expansion difficult and expensive. However a point that you seem to have neglected is the fact that there is a newly constructed island between the northbound and southbound express ways which is connected by a bridge to the Parking garage. It would only be necessary to build a similar light pedestrian bridge across the southbound expressway to reach a rail station on the west side of the highway which would give access to all of the bus connections without interfering with any future development of the Mountlake Terrace park and ride. With some clever development work it might also be possible to build a parking lot that would connect with 220th which crosses the expressway and would extend the parking for both the rail and bus lines without much expense it would also permit an effective connection to Edmonds avoiding the traffic congestion of Lynnwood.

Clearly I am not a civil engineer, and the cost of building on the west side of I5 needs to be assessed. However I think the opportunities for community service are much higher and the possibility of community damage are much less if you are serious about your your statements that you want to serve the communities that adjoin the proposed rail line.

sincerely

Terence Christopher

I-233-002

Your suggestion for an expanded station area with a potential crossing to the west has been considered, as has a potential increase in parking supply. An additional option for a new structure for parking is now considered as part of Alternative B1. Other configurations involving station development in the residential areas west of I-5 have not been advanced because they would be less accessible than the existing transit center, they would be less compatible with City of Mountlake Terrace plans, and they would have higher levels of impacts to the residential areas without increasing mobility benefits.

From: Becky Farrand <becky_farrand@yahoo.com>
Sent: Monday, September 09, 2013 3:56 PM
To: Lynnwood Link DEIS
Subject: Route Alignments

I-234-001

As a neighbor and user of Lynnwood transit Center, I feel option C3 would be most efficient.

People using the LTC commute to other communities. The shortest, most direct route is a straight line.

I-234-002

Please keep the route as far away from our homes as possible to keep noise down. We need noise reduction walls along the freeway as other areas have.

Thank You

Rebecca Farrand
20029 54th Ave W
Lynnwood 98036

I-234-001

Thank you for your comment stating your preference for Alternative C3.

I-234-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Sound walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project, will be replaced.

I-235-001

Thank you for you comment stating your preference for Alternative C3.

Swift, Lauren

From: Greg and Lauri King <gnlking@comcast.net>
Sent: Sunday, September 08, 2013 1:38 PM
To: Lynnwood Link DEIS
Subject: DES Route Feedback

I-235-001 | The Plan that is the *least disruptive* to the residents and businesses in the area is plan C3: Along I-c to Lynnwood Park and Ride Station.
All other plans are intrusive on the area and region around it. Traffic in Lynnwood is bad enough.
Please keep to the simple and direct plan:
Plan C3. We support Plan C3
Thank you,
Greg and Lauri King

I-236-001

Your opposition to Alternatives C1 and C2 is noted, and Sound Transit recognizes your Preference for Alternative C3. The Sound Transit Board identified a modified Alternative C3 for the Preferred Alternative.

From: Judy Lehman <jd.lehman@frontier.com>
Sent: Monday, September 09, 2013 4:51 PM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood Link

To whom it may concern;

I-236-001

I am very disappointed with your C1 & C2 proposals for the Sound Transit line coming to Lynnwood. C3 would be the least disruptive for residents, business, traffic & the wetlands. My question is why do you want to hurt so many people? Do you feel we are not as worthy as people in other parts of the region? And no Bus Barn in the neighborhood. We don't need the noise during the quiet hours of the day. I have lived in my house for over 36 years & the things that has happened to us in this area is very sad. At one of your meeting one of your representatives said if you go with plan C3, people will have to walk farther. Well look at the set up now in the park & ride lot. People have a long ways to walk to the bus stations when they park at the south end of the parking lot. The government keeps telling us we are obese & need more exercise, so why don't you abide with them & do the C3 plan? People can get an umbrella & leave 5 minutes earlier. I know how something like this truly hurts people that are uprooted. When I was a kid my parents had a house & property in Shoreline they loved but it was in the path of I-5. It took a long time for people to get over this bully effect. Think of the people side; how would you like it if you were in the path of Sound Transit & had to relocate your family or business? The City of Lynnwood needs to be on the side of their residents.

Sincerely,
Judy Lehman

From: Dennis Sismaet <dennissismaet@gmail.com>
Sent: Saturday, September 07, 2013 5:23 PM
To: Lynnwood Link DEIS
Subject: Submitting Comments on Draft EIS on Light Rail Alternatives

To Whom This May Concern:

I-237-001

Thank you for allowing me to submit comments on the draft EIS of the proposed Lynnwood Light Rail station and alternatives. After reviewing the three alternatives, C1, C2, and C3, I vote and support alternative C3, I-5 to Lynnwood Park and Ride Station.

This alternative, C3, has the least impact to the environment, and allows for future light rail extension north to the Alderwood Mall, Everett, Marysville, and the Tulalip Casino, by staying close to the I-5 corridor to provide minimal impact to surrounding commercial, residential, and industrial neighborhoods.

Any new mass transit corridor should take advantage of existing freeways to allow for interaction with existing bus stations, park and rides, and vehicle access. It should also consider future light rail extensions north. All three alternative impact existing property owners, but C3 has the least impact, especially to existing wetlands and parks.

I've been parking at the Lynnwood Transit Center Mon-Fri to take the bus downtown and back for the last 15 years. I have 15 more years before I retire and would like to take advantage of Light Rail to avoid delays due to traffic jams on the freeways.

Please start building the Lynnwood Light Rail Extension soon!

--

Thank you,

Dennis Sismaet
17413 34th PL. W
Lynnwood, WA. 98037
dennissismaet@gmail.com

I-237-001

Thank you for your comment stating your preference for Alternative C3 and the reasons why you support this alternative. All three of the Segment C alternatives allow for future light rail extensions north. See Section 2.5 Alternatives Development.

From: Martin H. Spani <spani06@comcast.net>
Sent: Sunday, September 08, 2013 8:48 AM
To: Lynnwood Link DEIS
Subject: feedback

I-238-001

#1 - Why is it taking until 2023 to get to Lynnwood? It will be OUT OF DATE by then.
#2 - Why can the Canadians build a sky train in 2 years and you are taking forever?
#3 - Why do we have so many different transit systems in the Puget Sound area when one would be more beneficial to the commuters and cheaper than paying multiple CEO's and upper management?
#4 - When I was a child I recall when the big surge was "Rails to Rubber" meaning goodbye to street cars and hello to buses now you are taking BACKWARD to rails again.....Stupid idea.

I-238-001

The project is planned to serve the region's long-term needs through 2035 and beyond. As shown in Figure 2-12, there are many steps required to take a project from initial development of alternatives through the beginning of operation. The alternatives analysis was conducted in 2010 through the middle of 2011. Please see Section 2.9.1 Next Steps.

The proposed Lynnwood Link Extension project and the Vancouver, British Columbia SkyTrain are not similar projects. The SkyTrain is a fully automated, fully elevated, intermediate rail system - not a light rail system.

The structure of the region's transit systems reflects legislatively-determined authorities, and is not the subject of this EIS.

From: Iwata, Roger
Sent: Tuesday, September 10, 2013 9:35 AM
To: Lynnwood Link DEIS
Subject: FW: Lynnwood Link Light Rail

Public comments on the DEIS.

From: davidlovesjesus7@comcast.net [<mailto:davidlovesjesus7@comcast.net>]
Sent: Tuesday, September 10, 2013 12:14 AM
To: Iwata, Roger
Subject: Lynnwood Link Light Rail

I-239-001

I appreciate that the three alternatives for the Link Light Rail Station and tracks at Lynnwood are south of 200th St. SW, and in and around the Lynnwood Transit Center (LTC). I live in Cambridge Apartments, on the north side of 200th St. SW. I do not want to lose my home at Cambridge Apartments, along with 1,000 or so other people who live here, because of eminent domain. Please keep the station and tracks SOUTH of 200th St. SW, even if the station is directly across the street from Cambridge Apartments. I anticipate I will still live in Cambridge Apartments, a good chance, anyway, in 2023. There is an excellent chance I will still be working for the same employer in 2023, and I will still take the bus and/or light rail to from LTC to get to downtown Seattle.

Thank you and God bless! David

I-239-001

Thank you for your comment concerning the routes of the Segment C alternatives as they approach the Lynnwood Transit Center. All of the Segment C alternative alignments that are evaluated in the Final EIS remain south of 200th Street SW.

TO WHOM IT MAY CONCERN;

I-240-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Steven E. Bates
4001 KROMER AVE
EVERETT, WA 98201

I-240-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link 연장선

년 어름 2013



EIS 의견서 초안

의견서를 2013년 9월 23일까지 제출해 주십시오

이름: CHO, TAETUK
 주소: 19912 Scriber Lake Road #204
 시: Lynnwood 주: WA 우편번호: 98036
 이메일 주소: No

☐ 프로젝트 이메일 업데이트에 내 이메일 주소를 포함시켜 주십시오

Sound Transit은 여러분의 의견을 기다립니다. 의견이나 관찰 내용을 제공하는 것부터 환경 분석의 기술적 사항에 대한 논의에 이르기까지 프로젝트와 관련된 전반적 사항에 대해 의견을 제시하실 수 있습니다. 연장선 의견 제출 기한은 2013년 9월 23일 까지입니다. 이 날짜까지 수령하거나 소인이 찍힌 모든 의견서는 최종 EIS를 통해 답변을 드릴 것입니다.

의견 Seattle & Everett 는 버스 BUS가 Sunday에
운행이 되고 있습니다 .
only Lynnwood 와 Edmonds 에만 주말이 없습니다 .
Please 간혹히 원하오니 주말이 여기 지역 this area 에도
운행이 되었으면 감사하겠습니다 .



Lynnwood Link 연장선

년 여름 2013



EIS 의견서 초안

의견서를 2013년 9월 23일까지 제출해 주십시오

이름: CHO, TAE TUK
 주소: 19912 Scriber Lake Road #204
 시: Lynnwood 주: WA 우편번호: 98036
 이메일 주소: No

☐ 프로젝트 이메일 업데이트에 내 이메일 주소를 포함시켜 주십시오

Sound Transit은 여러분의 의견을 기다립니다. 의견이나 관찰 내용을 제공하는 것부터 환경 분석의 기술적 사항에 대한 논의에 이르기까지 프로젝트와 관련된 전반적 사항에 대해 의견을 제시하실 수 있습니다. 연장선 의견 제출 기한은 2013년 9월 23일 까지입니다. 이 날짜까지 수령하거나 소인이 찍힌 모든 의견서는 최종 EIS를 통해 답변을 드릴 것입니다.

I-241-001

Opinions: The buses have been operating in Seattle & Everett (sic) on Sundays.
 There are no buses running in only Lynnwood and Edmonds on weekends. I'd really appreciate it if there would be buses running in these areas on weekends as well, please.




I-241-001

Thank you for your comment regarding your interest in a Sunday bus schedule. Sound Transit appreciates your feedback. Community Transit operates bus routes within Snohomish County.

TO WHOM IT MAY CONCERN;

I-242-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,


DL Blomquist JR
20209 46th Avenue
Arlington WA 98223

I-242-001

Thank you for your comment stating a preference for Alternative C1.

From: John Dougall <john.dougall@frontier.com>
Sent: Wednesday, September 11, 2013 4:53 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Light Rail

Thank you for the opportunity to comment.

I'm excited about the plan to extend Light Rail through Mountlake Terrace and Lynnwood. I live in Mountlake Terrace just behind the Edmonds School District property in Melody Hill.

I-243-001

I admit that I'm conflicted about having a Station at this location. My primary concern is with the families that live in this neighborhood and the potential increase to traffic as it relates to the 220th St SW Station. On the other hand, I would really like having the ability to walk to a Light Rail Station and the commuter opportunities I would get.

As I haven't found this information I have to assume that traffic to the 220th St SW Station would egress by way of 64th Ave W. The drive South on 64th Ave W from the 220th St SW intersection is terribly congested and can be quite dangerous. There are a few Edmonds School District buses that use this intersection as well.

In my opinion significant work would need to be completed at this intersection (especially in a Southerly direction into Melody Hill) to improve conditions. In addition, since I travel North on I5 on my commute back home I turn South off of 220th St SW. I would anticipate that traffic from the East approaching the 64th Ave W intersection has the potential to create significant difficulties.

I would have to say that unless these concerns are addressed (and solved) I would prefer there not to be a 220th St SW Station. I can take Community Transit to the Lynnwood Transit Center to catch Light Rail.

John Dougall
22402 64th Ave W
Mountlake Terrace, WA 98043
425-775-8867

I-243-001

Thank you for your comment about traffic concerns on 220th Street. Traffic to the station would egress at a new signalized intersection on 220th St SW between 64th Avenue and I-5. The new intersection would be designed to accommodate additional station traffic.

I-244-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-244-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Dianna Engseth
15802 SR 9 SE
Snohomish WA 98296-8758
425 316 1991

From: MAX FISCHBACH <sig516ar@comcast.net>
Sent: Thursday, September 12, 2013 12:59 PM
To: MAX FISCHBACH
Subject: SOUND TRANSIT LYNNWOOD LINK

Importance: High

Sound Transit Lynnwood Link:

I-245-001

Based on the Draft EIS Round & Station Alternatives C1, C2, C3-OPT1 & C3-OPT2, what is the impact for each alternative relative to the following questions:

1. What impact would there be relative to north & south automobile traffic from 44th Ave W & 188th ST SW to 20610 44th Ave W (Embassy Suites Lynnwood North)?
2. What impact would there be relative to east / west traffic from 188th ST SW, 196th ST SW, 194th ST SW & 200th ST SW from 40th Ave W to 52nd Ave W?
3. What impact would there be for access to south bound I-5 from 44th Ave W & 36th Ave W?
4. What impact would there be for access to north bound I-5 from Popular Way?

Please provide responses for questions 1 – 4 addressing their impact relative to C1, C2, C3-OPT1 & C3-OPT2

Thank you

*MAX FISCHBACH
18704 41ST PLACE W
LYNNWOOD, WA. 98037-3715
MEMBER:*

*GERMAN SHEPHERD DOG CLUB of AMERICA
GERMAN SHEPHERD DOG CLUB of AMERICA - WORKING DOG ASSOCIATION
GERMAN SHEPHERD DOG CLUB of WASHINGTON STATE*

I-245-001

Chapter 3 of the Final EIS details the performance of more than 20 intersections that Sound Transit and the City of Lynnwood identified for detailed analysis. The assessments were based on predictions of future traffic with and without the project, particularly in the areas where existing or future conditions already created traffic problems in the No Build condition, and where station area traffic would result in an increase. For the Preferred Alternative, Sound Transit identified improvements to mitigate congestion on 200th Street SW, including 44th Ave W. Traffic along 52nd or 188th Street SW is not expected to markedly change due to the project.

From: Marita Graube <mgraube@me.com>
Sent: Thursday, September 12, 2013 12:28 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link feedback

From:
Marita Graube
2336 N 58th St
Seattle WA 98103

To Whom It May Concern:

I am writing to express my objection to the light rail extension, as it directly affects the Latvian's community church and cultural center on 117th and 3rd.

I am a first generation Latvian. My father was born in Latvia, but as a young child he fled with his family to escape the horrors of World War II. After five years in a displaced persons camp in Germany, they had the opportunity to come to the United States and rebuild their lives. They always thought that they could go back once Latvia was "free," but freedom from the USSR didn't happen until 1991. As such, Latvians established roots in many regions around the world.

As a local member of the Seattle Latvian community, I enjoy all of the cultural activities for Latvians and our Baltic neighbors. The center is the only local gathering spot for many of the activities I enjoy, such as the annual Baltic Studies Harvest festival, the Community Rummage Sale, and Holiday Bazaar. I also plan to bring my daughter to the Saturday Latvian School when she is old enough to attend.

I-246-001

When I heard that the light rail could entirely displace the Center, I was shocked. The Center has already been moved once for eminent domain. If the plan is to move the Center again, I find this to be entirely unacceptable. We need to find a solution to keep the Center accessible in its current location so it can continue to be a valuable asset to the Latvian community.

Please confirm receipt of this email.

Best Regards,
Marita Graube

I-246-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Sharon Gustafson
 ADDRESS: 3238 - 61ST AVE SW.
 CITY: Seattle STATE: WA ZIP CODE: 98116-3013
 EMAIL ADDRESS: _____
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-247-001

Comments Down property at 338 N.E 130th Seattle, 98125 in Section A. My choice is A-1 at grade with stations at

145th & 185th. I prefer the at grade configuration as it will help keep the noise levels from increasing, which has in the mid 60's now, & maintain privacy for the bordering homes. The at grade configuration would prevent a negative visual impact for our bordering properties seeing an elevated train passing near our homes. Neighborhood views from the train are still visible even though brief.

I-247-002

I propose having a station at 130th 130th NE & WEST. This is a busy intersection & not a pedestrian friendly area. Handicap ramps at corners & painted crosswalks have been added but heavy traffic & many cars turning at all the corners still make seeing & getting across difficult. This is not an area that many pedestrians use. 130th is a major street that connects Aurora Ave, Lake City, Lake City Way & Sand Point Way, important destinations. Traffic comes about 5 miles from Northgate & points North. We have at the intersection a 1-5 north bound exit, & on 130th west of the intersection a entrance to South bound 1-5. The exit from North bound 1-5 causes intense cross traffic.

I-247-003

In regards to Segment C I feel the best solution would be C-3. We are losing so much natural areas & parks that we should make an effort to preserve these areas. Light rail is taking many homes & impacting neighborhoods, what can we do to preserve or a better preserve a neighborhood we should do so. We should preserve our neighborhood - what is natural along with industrial areas but where we live!



I-247-001

Thank you for your comment stating your preference for the Alternative A1 due to minimal impacts to your nearby property.

I-247-002

Thank you for your comment stating your reasons why you do not support a light rail station at NE 130th Street. Sound Transit recognizes that traffic is busy in the neighborhood and it is not pedestrian-friendly. Improvements at each of the proposed light rail stations would include connections with local streets, bicycle paths, and pedestrian sidewalks. Existing handicapped ramps on nearby sidewalks would be reconstructed if impacted by station construction activities. Please see Section 3.2 for a detailed discussion of long-term impacts and Section 3.6 for an outline of potential mitigation measures for all modes of transportation.

I-247-003

Thank you for your comment stating your preference for Alternative C3 and the reasons why.

Liga Jeffers
524 Fort Ebey Rd
Coupeville, WA 98239-9760

From: liga Jeffers <liga@whidbey.net>
Subject:
Date: September 9, 2013 2:10:20 PM PDT
To: SOUND TRANSIT

NO! NO! NO! We do not want this to be the end of the line for the Latvian Community Center.

This Lutheran Church and Community Center is the heart of Latvians in Seattle and its surrounding areas including Canada. The Lithuanian and Estonia communities also use this complex and have no other place to gather.

My husband and I travel two hours from Whidbey Island to attend many of the events held there and would feel a great loss if it were closed or moved. The center is a spiritual, social, and educational stronghold.

The Baltic culture is fragile due to the 50 year Soviet occupation that included massacres and displacements of Baltic people. The center has been and continues to be an essential factor in healing these families.

I-248-001 | Please, please do not let this Latvian Community Center be displaced!

Liga Jeffers

[Handwritten signature]

9.9.2013

I-248-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Mở Rộng Link Tới Lynnwood

Mùa Hè 2013



Mẫu Nhận Xét Bản Thảo EIS

Xin nộp nhận xét của quý vị trước ngày 23 tháng Chín, 2013

TÊN: _____

ĐỊA CHỈ: _____

THÀNH PHỐ: _____ TIỂU BANG: _____ MÃ BƯU CHÍNH: _____

ĐỊA CHỈ ĐIỆN THƯ: _____

☐ Xin ghi danh để tôi nhận tài liệu cập nhật của dự án qua điện thư

Sound Transit muốn lắng nghe quý vị. Bất cứ nhận xét nào có liên quan đến dự án đều được, từ việc bày tỏ ý kiến hoặc quan sát đến việc thảo luận những khía cạnh kỹ thuật trong bản phân tích môi trường. Thời gian mở rộng để công chúng nhận xét sẽ chấm dứt vào ngày 23 tháng Chín, 2013. Tất cả những nhận xét nhận được hoặc có dấu bưu điện trước ngày này sẽ được trả lời trong bản EIS Cuối Cùng.

NHẬN XÉT

일요일 날에 버스 다니길 원합니다.

소풍도 가야 합니다 꼭 버스 다니길 원합니다

Kil You Ken

Soon Ae Shin



Mở Rộng Link Tới Lynnwood

Mùa Hè 2013



Mẫu Nhận Xét Bản Thảo EIS

Xin nộp nhận xét của quý vị trước ngày 23 tháng Chín, 2013.

TÊN: _____

ĐỊA CHỈ: _____

THÀNH PHỐ: _____ TIỂU BANG: _____ MÃ BƯU CHÍNH: _____

ĐỊA CHỈ ĐIỆN THƯ: _____

☐ Xin ghi danh để tôi nhận tin tức cập nhật của dự án qua điện thư

Sound Transit muốn lắng nghe quý vị. Bất cứ nhận xét nào có liên quan đến dự án đều được, từ việc bày tỏ ý kiến hoặc quan sát đến việc thảo luận những khía cạnh kỹ thuật trong bản phân tích môi trường. Thời gian mở rộng để công chúng nhận xét sẽ chấm dứt vào ngày 23 tháng Chín, 2013. Tất cả những nhận xét nhận được hoặc có dấu bưu điện trước ngày này sẽ được trả lời trong bản EIS Cuối Cùng.

NHẬN XÉT

I-249-001

I hope there are buses running on Sundays.
I have to go shopping. I really hope that there are buses running.

Kil You Ken
Soon Ae Shin



I-249-001

Thank you for your comment regarding your interest in a Sunday bus schedule.

Community Transit is the transit agency that operates local bus service within Snohomish County, Sound Transit's Regional Express service will continue to operate daily from Lynnwood until the light rail project opens. Before the project would begin operation, Sound Transit would work with the other transit providers in the project area to revise service plans to avoid duplicating service and provide improved or new connections to the Lynnwood Link Extension. For more information, please refer to the Draft EIS, Chapter 3 Transportation, Section 3.2.2 Transit.

Dugtong ng Link sa Lynnwood

Tag-init 2013



Draft EIS Pormularyo sa Komentaryo

Ibigay ang inyong mga komentaryo hanggang sa Septiyembre 23, 2013

PANGALAN: _____

TIRAHAN: _____

SIYUDAD: _____ ESTADO: _____ KODIGO POSTAL: _____

PAGPAPADALHANG EMAIL: _____

☐ Ipalista niyo po ako para sa email sa mga nasa naipanhong mga nangyayari sa proyekto

Nais makarinig ng Sound Transit mula sa inyo. Maaaring kahit na ukol sa ano ang mga komentaryo na may kaugnayan sa proyekto, saklaw mula sa pagbibigay ng opinyon o obserbasyon hanggang sa pagtatalakay ukol sa mga aspetong teknikal ng pagsusuring pangkapaligiran. Ang napalugitang panahong pagkomentaryo ng publiko ay magtatapos sa Septiyembre 23, 2013. Lahat ng mga natanggap na komentaryo o natatakan na pangkoreo hanggang sa petsa na ito ay tutugunan sa Pangwakas na EIS.

MGA KOMENTARYO

주요 버스 다니길 바랍니다

너무 불편 합니다 주익난에 심핑즈 해야 하고

아겟로 가야 하는데 너무 불편 합니다.

부탁 합니다.

Lee san Kim

Jong Dook Kim



Dugtong ng Link sa Lynnwood

Tag-init 2013



Draft EIS Pormularyo sa Komentaryo

Ibigay ang inyong mga komentaryo hanggang sa Septiyembre 23, 2013

PANGALAN: _____

TIRAHAN: _____

SIYUDAD: _____ ESTADO: _____ KODIGO POSTAL: _____

PAGPAPADALHANG EMAIL: _____

☐ Ipalista niyo po ako para sa email sa mga nasa naipanghahang mga nangyayari sa proyekto

Nais makarinig ng Sound Transit mula sa inyo. Maaaring kahit na ukol sa ano ang mga komentaryo na may kaugnayan sa proyekto, saklaw mula sa pagbibigay ng opinyon o obserbasyon hanggang sa pagtatalakay ukol sa mga aspetong teknikal ng pagsusuring pangkapaligiran. Ang napalugitang panahong pagkomentaryo ng publiko ay magtatapos sa Septiyembre 23, 2013. Lahat ng mga natanggap na komentaryo o natatakan na pangkoreo hanggang sa petsa na ito ay tutugunan sa Pangwakas na EIS.

MGA KOMENTARYO

I-250-001 | There are buses running on weekends. It is so inconvenient. I have to go shopping on Sundays, and also need to go grocery shopping. But, it's so inconvenient. Please do us a favor.

Lee San Kim

Jong Dook Kim



I-250-001

Thank you for your comment regarding your interest in a Sunday bus schedule.

Community Transit is the transit agency that operates local bus service within Snohomish County, Sound Transit's Regional Express service will continue to operate daily from Lynnwood until the light rail project opens. Before the project would begin operation, Sound Transit would work with the other transit providers in the project area to revise service plans to avoid duplicating service and provide improved or new connections to the Lynnwood Link Extension. For more information, please refer to the Draft EIS, Chapter 3 Transportation, Section 3.2.2 Transit.

I-251-001

Thank you for your comment stating a preference for Alternative C1.

TO WHOM IT MAY CONCERN;

I-251-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Eugene Lentz
6515 25th ST NE
ARLINGTON, WA 98223



From: Otis Lull <otisndot@frontier.com>
Sent: Wednesday, September 11, 2013 11:06 AM
To: Lynnwood Link DEIS
Subject: Lite Rail Links to Lynnwood

To Whom it May Concern,

I-252-001

Where we think extending light rail to Lynnwood is a good thing, we are totally against running the light rail through Scriber Lake Park. The integrity of parks should be maintained, protecting wildlife and beauty. Thank you.

Otis Lull
18501 52 Ave. W. #45
Lynnwood, Wa.
425-778-9486

I-252-001

Thank you for sharing your concerns regarding Alternative C1's potential impacts to Scriber Lake Park. A modified Alternative C3, which avoids the park, is the Preferred Alternative included in the Final EIS.

From: Andra <heyandra1@mac.com>
Sent: Thursday, September 12, 2013 8:49 AM
To: Lynnwood Link DEIS
Subject: Please don't tear down the Latvian hall in Seattle

I-253-001

I live in LA but grew up near SF and the Latvian halls in both cities were foundational in my life and learning the culture that my parents were moved from. These centers are an integral part of restoring and maintaining cultural understanding for all of the Latvian Americans that use them for church services, school, cultural events, the list goes on and on. To take down something so vital to our sustenance as a culture is a travesty and is taking away from a culture that strives to exist in the country that promised it freedom and opportunity. Please reconsider your plans and design to maintain this building and surrounding park.
Thank you,
Andra Maculans

I-253-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: Kevin McClain <mcclaik@gmail.com>
Sent: Wednesday, September 11, 2013 2:33 PM
To: Lynnwood Link DEIS
Subject: DEIS Comments

Hello,

- I-254-001** | I wanted to comment on the Lynnwood Link Extension DEIS. Several of the options include a station at NE 130th St. This station would be a vital transfer point for East/West bus service. Please include this station in the preferred alternative.
- I-254-002** | The Mountlake Terrace Freeway station should be eliminated from consideration. This station is awful. The walking distance to access this station is completely unreasonable.
- I-254-003** | At Lynnwood station, many of the designs prioritize auto access over a good transfer experience or pedestrian access. Given that the majority of riders will be arriving at this station by bus, it is important that the transfer environment be of high quality. Also, given that Lynnwood is attempting to foster development of a downtown area that is more friendly to transit, the station should be located to maximize the impact on the new downtown and to encourage transit oriented development.
- I-254-004** | Finally, the line seems to have 500 stall parking garages at every station. This is regardless of context and demand. Please conduct further analysis of what parking is actually needed and look at what trade offs are available. Are there areas where improved pedestrian, bicycling or bus amenities would provide greater patronage than a parking garage? If so, then these alternatives should be considered. Furthermore, are there areas where the parking could be provided further out and customers could use a bus from a parking lot to a train? If it allowed the construction of several surface lots instead of a garage, it could provide an equivalent amount of parking for less money.

Thank you,

Kevin McClain

I-254-001

The 130th Station is included as an option to the Preferred Alternative considered in the Final EIS.

I-254-002

Your opposition to a freeway station is noted. The Preferred Alternative in the Final EIS has a transit center station.

I-254-003

Thank you for your comment on the Lynnwood Station design. As you note, this is a major transit facility that includes many transfers from bus to rail as well as car to transit (bus or rail). The Final EIS includes a revised station plan for the Preferred Alternative that balances access for all modes, including improvements for pedestrians and bicyclists.

I-254-004

Station parking, facility sizing, and design is balanced between the demand for parking and the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

From: Molnar, Lauren AP-Staff <MolnarL@issaquah.wednet.edu>
Sent: Wednesday, September 11, 2013 5:02 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Impact to Seattle Latvian Lutheran Church/Center

To whom it may concern,

I am writing this letter to express my concern and discontent regarding the planned light rail extension to Lynnwood, and specifically its impact to the Latvian Center and Church. As a person of non-Latvian heritage my connection to the Latvian community is something I truly value and the community has taken me in as one of their own. This community is one which is very special to me and one which must be protected from any impact by the Sound Transit construction any way possible.

I learned about the Latvian community growing up in the Bellevue, Washington area. One of my best friends who I swam with and played water polo with was Latvian-American. I can recall every August, right when swimming championships were taking place, she would head off to Latvian school to learn another language, dance and to celebrate and embrace her heritage. I always thought that this was fantastic that she had such a wonderful connection to her cultural heritage. In this day and age, a connection to one's past is something that is oftentimes lost amongst all of the other day to day activities, so maintaining that connection is something that I find to be very amazing and inspiring.

Fast forward 20 years. At the same Latvian-American friends 23rd birthday, with a combined group of friends, I meet my fiancé, who coincidentally is Latvian-American as well. As our courtship and eventual engagement progressed, I was introduced to many different Latvian-Americans as well as participated in many different events held at the Latvian Center and Church. These events ranged from attending church services, to attending wedding receptions held at the hall, to attending dance performances and even to meeting the President of Latvia when he came to the center. The Latvian-American community has always accepted me and welcomed me into their community and center and I consider myself as much a part of this community now as anyone else in the community. Our wedding reception will be held at the Latvian Center in June 2014 and we are greatly looking forward to being able to share this amazing facility with our family and friends. I am so lucky to be part of a community with strong values like a hard work ethic, the value of an education, and respecting their cultural heritage. I am a strong supporter of the Latvian-American community and will continue to be one in the future. I have seen firsthand exactly how important the center is to the community, and any negative impacts to the center from the construction of the light rail will not be tolerated.

Finally, I am employed as an elementary school teacher and teach in a school with moderate poverty. This past school year, 10% of the children in my 3rd grade classroom spoke English as a second language. There has been a state standard implemented in Washington State to teach and foster cultural heritage in the classroom. When our principal offered us the opportunity to attend and present our cultural heritage (as educators) at our schools multicultural night, it was with the intention of helping to close the achievement gap within our school. For my cultural heritage, I was really scrambling for what to present on, since I am not that connected with my cultural heritage. I chose to present on my fiancé's Latvian-American heritage. I presented on how his grandparents were forced to flee their native land of Latvia when the Communists invaded their land, and how they were forced to flee to Germany and eventually were taken in as refugees in America. The personal schema and engagement my students showed towards this story was amazing. They could relate to their

teacher and that engagement carried into more difficult subjects such as math, and it also translated into a successful year where my students could relate to me.

I-255-001

I am asking that Sound Transit re-visit their plans for the Lynnwood Light Rail Extension and consider the impacts to the Latvian Church and Center. The impact to the community by the loss of the center would be catastrophic and one with the community would not be able to endure.

Thanks,
Lauren Molnar

I-255-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Gerry Pade <fraydycat@mail.com>
Sent: Wednesday, September 11, 2013 7:05 PM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood Link DEIS

Sound Transit -

I offer the following comments on the Segment A alternatives in the Lynnwood Link DEIS from the perspective of someone who has lived a few blocks east the potential NE 130th station for decades and has ridden Metro route 41 (and the former route 307) to and from downtown over 10,000 times.

- I-256-001** | I prefer either A5 or A10 because they provide the best light rail access for my neighborhood while having the least impacts of any alternative with a station at 130th St. A10 might have less traffic impacts here than A5 because it includes a station at 145th instead of 155th. However, A10 is likely to cause local parking conflicts because it offers no parking and none is available on the nearby arterials. Leasing of at least some parking from the Nazarene church (similar to A5) should be included if A10 is selected.
- I-256-002** | All three at-grade alternatives (A5, A10 & A1) would fix an already problematic interchange at the I-5 off-ramp just south of NE 130th, which is particularly difficult for eastbound motorists during peak hours. (It's disappointing that your DEIS provided no simulation of this vista for the at-grade alternatives.) A1 would have the least impact on my neighborhood of any alternative considered but it would also have us either walk or drive a mile to the 145th St station. It's similar in this regard to A3, which would have the least impact of any above-grade alternative. The construction of a permanent path connecting the north end of 8th NE to the Jackson Park trail would definitely help if A1 or A3 is selected. This blackberry-infested corridor situated above Thornton Creek might also be a suitable site for mitigation of the wildlife impacts that will occur along 5th Av between 130th and 145th under any proposed alternative.
- I-256-003** |
- I-256-004** | A7 & A11 would be an horrific blight on this residential neighborhood, something akin to an Alaskan Way Viaduct from a visual, aesthetic and noise standpoint. Just take a good look at Figures G-24 and G-29. Please don't select A7 or A11 under any circumstance! This area, which was formerly part of the Haller Lake neighborhood, suffered enough when I-5 was constructed.

Thank you for the opportunity to comment.

I-256-001

The preference for a station at 130th Street NE is noted. The Preferred Alternative includes a station at NE 145th Street and has an option for a station at NE 130th Street.

I-256-002

Sound Transit recognizes your preference for the at-grade alternative, because they would improve the interchange; they also would include pedestrian and bicycle improvements along 5th Avenue NE. See Appendix G for Visual Simulations.

I-256-003

The riparian and wetland area associated with North Branch Thornton Creek is a potential site under consideration for compensatory mitigation to offset unavoidable permanent impacts.

I-256-004

Your opposition to Alternative A7 and A11 is noted. The Draft EIS and Final EIS address visual impacts and mitigation in Section 4.5.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DACE RDECIS
 ADDRESS: 6910 South 18th St., Apt. 1607
 CITY: TACOMA STATE: WA ZIP CODE: 98465
 EMAIL ADDRESS: Rdecisdace@hotmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Destroying the Latvian Center would be like
cutting the heart out of a living organism. And a
living organism is what the Latvian Community is.
Certainly the organism can survive with an artificial
heart, but it's not like having your own natural heart
that grew with your body. The Latvian Center was
created by the Latvian Community with their own
hands, their own thoughts and creativity, their own
funds, their deep need to have a place of their
own—OUR OWN—to come together—to celebrate, to
mourn, to remember our homeland and all that was
lost when we had to leave it, to pass our beautiful culture
onto our culture, to support each other when we were
strangers in a strange land and to
support and sustain those who were left
behind, not always in our hearts.





Lynnwood Link Extension

Submit your comments by September 23, 2013

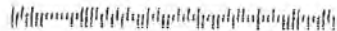
Your comments on the Draft EIS will help the Sound Transit Board identify a preferred alternative this fall and will be responded to in the Final EIS (expected in 2014).

BY EMAIL: LynnwoodLinkDEIS@soundtransit.org

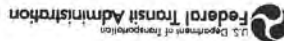
BY MAIL: Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

I-257-001

Please don't destroy our center!



98104282601



SOUNDTRANSIT
RIDE THE WAVE

TO SUBMIT YOUR COMMENT BY MAIL:
Fold this page and seal with tape, stamp
and mail to address provided.

Thank you
for your input!

0910 SE
Tacoma, WA 98405-1715
#10



SEATTLE WA 98104
11 SEP 2013 PM 6 L

I-257-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Maris Plavins <drmaris@hotmail.com>
Sent: Wednesday, September 11, 2013 11:09 AM
To: Lynnwood Link DEIS
Cc: Erik Luks
Subject: The Latvian Center:

Dear Sound Transit:

I-258-001

Running the train through the Latvian Center is a bad idea. The Center is not simply a one family dwelling. It is a spiritual and cultural center that serves hundreds of families in Seattle and the Pacific North West region. For those of us who live outside of Seattle it is our connection to the Latvian/Baltic community. Here is how I see it:

1. Yes, the voters approved the Northgate to Lynnwood light rail link.
2. No, the voters did not approve the devastation of the Latvian Center.

The devastation of the Latvian Center is a choice made by Sound Transit. There are many options besides the two proposed by Sound Transit. The choice has to be justified and not simply made by fiat. The time honored method to do this is a cost benefit analysis. Did Sound Transit do any type of analysis when you decided to run the train through the Latvian Center?

It is easy to see the benefit to Sound Transit in the way of convenience and perhaps saving a bit of money to be spent elsewhere, but what about the cost to our community?

Sincerely, Maris Plavins

I-258-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Inese Raisters <ineser@comcast.net>
Sent: Thursday, September 12, 2013 2:33 PM
To: Lynnwood Link DEIS
Subject: Comments and response to the DEIS of July 26
Attachments: ST DEIS comments & response.docx

Dear Lauren Swift-

I have attached a word document with my response to the released DEIS for the Lynnwood link light rail project.

I would appreciate it if you could send a reply email that this has indeed been received.

Thank you very much,
Inese Raisters

September 12, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-259-001 I am commenting on the Lynnwood Link DEIS issued July 26, 2013. I am an active member of the Seattle Latvian Community, whose Center at 11710 3rd Ave NE in the Northgate area of Seattle, is slated to have tremendous impacts with any of the alternatives presented to date. The property would either be acquired in total or lose ingress/egress, as well as the caretaker's house and a significant section of parking and entrance areas.

Although it is inconceivable to me that somehow the importance of the Latvian Community Center & Church had not been noted prior to any of the options currently being presented in the DEIS, it also must be conceded that a light rail transit link to the north of Seattle has some merits. That none of the aforementioned options have managed to avoid dire consequences to the Latvian Community Center is something that the EIS must address and plan to improve.

I-259-002 I have lived in the Seattle area since 1965 and hence have been an active participant on many levels. The first Latvian Center in the Wallingford area of Seattle was acquired by eminent domain in 1969 for the construction of a park. In the interim years of 1969 until 1972 when the presently used Center was opened, I was a teenager and attended Latvian school, danced in the folk dance group 'Trejdeksnitis' and sang in the choir in various rental spaces. Even though that was some years ago, I can attest to the disruptiveness of not having our routine spaces for use. Any construction phase that would not allow the Latvian community to use their hall and church would again have a similar disruptive effect.

I am currently a congregation and association member, a folk dance ensemble member and a singer in the ensemble 'Sigulda'. I also direct a newly founded dance group scheduled to begin this October, planned for the middle aged dancers who still want to maintain their culture and physical activity.

I-259-003 I urge the Sound Transit board members, engineers and planning committees to find a solution that allows the Latvian Community to retain its present property and location in a way that maintains its viability. If our community should be forced to relocate yet again, I feel it would be an insurmountable challenge at this point in time.

Thank you for your consideration. I truly hope a reasonable solution can be attained.

Sincerely,

Inese Raisters
10507 64th Pl W
Mukilteo WA 98275
ineser@comcast.net

I-259-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-259-002

Thank you for your concerns about the potential disruption of the Latvian Evangelical Lutheran Church during construction. To better understand the effects and proposed mitigation associated with construction, please see Chapter 3 Transportation Impacts and Mitigation; Sections 4.2, Land Use; 4.4, Social Impacts, Community Facilities, and Neighborhoods; and 4.7, Noise and Vibration. The church will also retain access during construction.

I-259-003

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies. Please see Section 2.5.1 for a description of the refined Segment A alternatives that avoid displacing the church.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andris Rogainis
ADDRESS: 11738-9th Ave NW
CITY: Seattle STATE: WA ZIP CODE: 98177
EMAIL ADDRESS: andris.rog@comcast.net
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-260-001

Looking at the various options, all have an impact on the Latvian Community Center at 11710-3rd Avenue. The community center is the center for Latvian, Estonian and Lithuanian functions on daily, weekly, monthly basis.

The EIS does not address how these community functions can continue without interruptions and how the access to the center is provided at all times, including during the construction phase.

As a member of the Latvian Community and a regular user of the center, I find the EIS lacking in planning and the approach proposed not acceptable.

Andris Rogainis 9/9/13



I-260-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: jill russel <jillrussel@hotmail.com>
Sent: Wednesday, September 11, 2013 2:39 PM
To: Lynnwood Link DEIS
Subject: Lynnwood link

I-261-001 | Am very concerned about the destruction of all the wet lands involved and people. The choice of c-4 a new choice seems like the best one and the least amount of destruction . It is also the closest to the park and ride making it easy to catch a bus to any where in Lynnwood. The cost would be less also. We will be at the meeting Saturday and have several people to speak for us.

I-261-001

Thank you for your comment regarding your concerns about impacts to both wetlands and displacement of residents. See Chapter 2 for a description of the Preferred Alternative, which is a modification of Alternative C3.

From: Marshall Schott <marshallschott@gmail.com>
Sent: Thursday, September 12, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Re: Latvian Center

I-262-001

Since 1997, the Latvian Center has played an important role in my life, particularly as the husband of a Latvian woman who is very engaged in activities at and with the Center. Losing such a valuable resource would be a tragic hit to the Seattle area Latvian community, eliminating a very integral component of their culture and lives in general.

I humbly request that you reconsider any plans to remove the Latvian Center and allow those who utilize this fantastic cultural resource to continue doing so. I would also appreciate confirmation that this email was received.

Respectfully,

Marshall L. Schott, Ph.D.

I-262-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Steve Senter <steve.shoreline@gmail.com>
Sent: Wednesday, September 11, 2013 4:41 PM
To: Lynnwood Link DEIS
Subject: Re: LLE Segment A Comments

Hello,

I sent in these comments in early August, but never received a reply. I'm resending the email but will recap my key concern here, in regards to building a station and parking at 155th:

I-263-001

- Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I would appreciate a response, and look forward to the final decision. Thank you,

Steve Senter

On Fri, Aug 2, 2013 at 11:13 AM, Steve Senter <steve.shoreline@gmail.com> wrote:
Hello,

Thank you for preparing and providing the DEIS materials on your website. I found them to be comprehensive and detailed without devolving into 'legal-ese' and becoming completely incomprehensible.

I live near the proposed station and changes at 155th, so naturally these options are my focus of interest. I value the intention of extending light rail northward and look forward to using the services (when ready in a decade or so); I currently take buses to and from the Northgate center - downtown during the week.

My primary concern with the proposed station at 155th and I-5 is the potential loss of the Shoreline Fire Department Station 65 on the East side of I-5. I didn't find in the materials (though confess I didn't read every document) whether or not the station would be impacted, but I can only assume so given its proximity to the light rail route. Would the rail station require the loss of the fire station? The fire department provides coverage over a wide section of this part of town, and frequently responds to calls from the retirement center on 1st and 149th across from Twin Ponds park.

I-263-002

My other key concern relates to impacts on local traffic. The section covering this in the materials (section 3.1.4) clearly points out that 155th from Aurora to 15th is already at risk for poorer LOS with or without the proposed rail station, and I wonder what the City of Shoreline plans for the future. I already experience the stated peak AM and PM LOS along Meridian and can only anticipate how this and neighboring roads will be impacted - 1st Ave NE from 155th south in both direction could

I-263-001

The NE 155th Street station would not displace the fire station. Sound Transit is aware of concerns about the possible impacts of a station at NE 155th Street on the operations of the Fire Station. In the design and development of a station at that location, and the management of traffic serving the station, Sound Transit would work closely with the Fire Department to resolve any potential conflicts with bus and vehicle traffic to ensure that emergency response times would be maintained both during the construction period and operation of light rail.

I-263-002

If a station at NE 155th Street were part of the project to be built, Sound Transit would mitigate traffic impacts from the station as described in Chapter 3. A modified Alternative A1 is the Preferred Alternative, which does not include a station at the NE 155th Street area.

I-263-002

become impassible given its narrow roadway and no paved shoulders, with car and foot traffic to the park, wildlife crossing and the fire station responses in addition to the projected increase in light rail user congestion.

The task of determining the best location for the rail stations is daunting and I appreciate the care and concern put into the DEIS materials preparation and presentation. Please respond to my concerns, or direct me to the appropriate sections in the online materials.

Thank you,

Steve Senter
15314 Corliss Pl N
Shoreline, 98133

TO WHOM IT MAY CONCERN;

I-264-001 | PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Jon R. Thompson
PO Box 4267
Everett, WA 98204
425-876-4566

I-264-001

Thank you for your comment stating a preference for Alternative C1.

From: Robert Victor <rvictor@ci.lynnwood.wa.us>
Sent: Wednesday, September 11, 2013 4:20 PM
To: Lynnwood Link DEIS
Subject: Link Light Rail - Potential Conflict with future plans for Lift Station #10, Option C3

Follow Up Flag: Follow up
Flag Status: Flagged

I-265-001

To whom it may concern,
I am a project manager at the City of Lynnwood and have concerns with route C3 as it pertains to our Lift Station that is located in the Lynnwood Transit Center Park and Ride Lot. In the future we may need to upsize the lift station to service the planned City Center. The lift station is currently located next to (and partially under) the Park and Ride "Texas T" offramp. Our concern would be that adding additional infrastructure in the area may preclude us from reconstructing the Lift Station in the future, which will be necessary to support our planned City Center. Routes C1 and C2 (the routes on 52nd/Cedar Valley Road) would probably not have an impact on the station.

Just wanted to make sure that this potential impact is communicated to Sound Transit.

Thanks,

Robert S. Victor, P.E.
Project Manager
City of Lynnwood
425-670-5216
rvictor@ci.lynnwood.wa.us

I-265-001

Thank you for your comment with concerns that Alternative C3 could conflict with the City of Lynnwood's plans for a Lift Station. Sound Transit coordinated with the City to obtain further details on the expansion, which is not likely to physically expand the current site. Alternative C3 would not affect the plans for the Lift Station, nor would the Preferred Alternative.

From: maryellen walsh <tambosassy@gmail.com>
Sent: Tuesday, September 10, 2013 2:03 PM
To: Lynnwood Link DEIS
Cc: maryellen walsh; Linda At Sea; Gleb S; michael raskin; mmayes@mayestesting.com
Subject: Fwd: Comments on DEIS from Linda Willemarck, Maryellen Walsh and Letters from Business Owners. Link to New C-4 Proposed by City of Lynnwood
Attachments: Maryellen Walsh's comments on DEIS.pdf; Linda Willemarck's comments on DEIS-4.pdf

I-266-001

Attached are my DEIS comments, Linda Willemarck's comments that I am sending on her behalf and at her instructions as she is out of town, as well as letters from Mike Mayes and Mike Raskin, business owners on Cedar Valley Road. We have petitions with over 1600 signatures and are gathering more signatures. We will finalize and send these petitions to you on or before September 23.

Please acknowledge receipt of this email with my comments, Linda Willemarck's comments and the two letters from Raskin and Mayes.

Thank you for your consideration of our comments.

Maryellen Walsh
(425) 776-5374

----- Forwarded message -----

From: **maryellen walsh** <tambosassy@gmail.com>
Date: Tue, Sep 10, 2013 at 1:02 AM
Subject: Fwd: Comments from Linda Willemarck, Maryellen Walsh and Letters from Business Owners. Link to New C-4 Proposed by City of Lynnwood
To: daniel.drais@dot.com
Cc: maryellen walsh <tambosassy@gmail.com>, Linda Willemarck <savescribrecreekpark@yahoo.com>, Gleb S <talgleb@hotmail.com>

Dear Mr. Drais,

Attached are the following:

- Comments from Linda Willemarck regarding the DEIS;
- Comments from Maryellen Walsh regarding the DEIS;

I-266-001

Your opposition to Alternatives C1 and C2 has been noted, along with your support for a modified alternative to the south. The Preferred Alternative is based on Alternative C3, and was developed in coordination with the City of Lynnwood. See Chapter 2 for a detailed description. Thank you for providing attachments of other parties' comments, including materials directed to the City of Lynnwood during the City's councils consideration of EIS alternatives. Linda Willemarck's comments are recorded separately in comments I-530 and I-228.

Comments by Mike Mayes, which included his public testimony at one of the EIS public meetings, are responded to under B-001 and I-217.

The other attachments you provided were reviewed by Sound Transit, but they are directed to other parties such as the Environmental Protection Agency.

However, to address one of your primary concerns in the letter to EPA about Alternative C1 and its impacts to Scriber Creek Park and its associated wetlands, the Draft EIS included detailed discussions of the impacts to the park and its wetlands, including in the Summary, in Chapter 5 Evaluation of the Alternatives, and in sections 4.17 and 4.18, the latter section dealing specifically with the Section 4(f) requirements that would need to be met if Alternative C1 were to receive approval by FTA. The Final EIS notes that Alternative C1 has not yet met those conditions. Although the Draft EIS did not mention the source of funding for the park, under Section 4(f), any significant public park is treated as a protected resource, and most parks bond measures have similar conditions requiring in-kind replacement.

- Letters from Mike Mayes and Mike Raskin regarding the impact of C1 and C2 on their businesses and the neighborhood; and
- A link to proposed alternative C-4 by the City of Lynnwood.

<http://lynnwoodtoday.com/city-council-consider-sound-transits-draft-cjs/>

In addition, we have a petition with over 1600 signatures and are gathering more as people realize what may happen to the neighborhood. Time is of the essence as Elaine tells me the Field Visit will happen soon so I am sending you what we have put together so far with the exception of the petitions which we will present to transit some time before the September 23 deadline. We are in the process of gathering more letters from business owners.

C-4 was recently proposed by the City and after attending the Council Meeting this evening I am more confused than ever about the City's position.

Thank you for your consideration and I apologize for the format of this submission (new computer) but I'd rather get it to you so you can get a feeling for what we are experiencing.

Maryellen Walsh
[\(425\) 776-5374](tel:4257765374)

Begin forwarded message:

**Subject: Letters from Mike Raskin and Mike Mayes -
 Business Owners on Cedar Valley Road**

September 7, 2013

Re: Sound Transit – Lynnwood Link Extension

Dear Mayor Gough, City Council Members, City Staff and Candidates

I would like to join my neighbor Mike Mayes in expressing my hope that the City of Lynnwood will support Option C-3 or the newly proposed Option C-4 as opposed to Options C-1 or C-2.

I am the owner of a three story office building located on 52nd just south of the Mayes Testing and Engineering Building. My building is leased to the State of Washington and houses a number of agencies that provide valuable services to the Lynnwood and South Snohomish County communities. Many of the roughly 250 people that work in the building live in the Lynnwood area and they, and the many visitors to the building, shop at local Lynnwood businesses during their work week. If Route C-1 or C-2 is chosen it will negatively impact valuable community services both during and after construction as well as have a negative effect on local Lynnwood businesses. These people and their many clients in the community will suffer.

If C-1 or C-2 is selected homes and businesses will be destroyed, parks and pristine wetlands will be damaged, companies and residents will be displaced. The construction alone will take years in which time the entire area will be effected. How can that make sense when other options closer to Interstate Five with lower impacts on residents and business are available. Do the studies provided to the City by Sound Transit include the possible economic loss to Lynnwood's business if tenants move away and businesses are forced to close from options C-1 and C-2. I would hope that you as City leaders consider these ramifications before making your choice.

It appears that the Council has in the past favored option C-1 as opposed to option C-3. Staff reports present that the C-1 alignment "might be" more favorable for the proposed City Center project than the C-3 alignment. If the City Center project happens it will likely be many, many years from now. Locating the Lynnwood Link at locations C-1 or C-2 will cause real harm to the City now. It seems shocking that responsible City leaders could choose to impact a significant number of residents, citizens and businesses now for some potential uncertain gain that "might" occur many years from now. I would hope you would carefully question the planners on the disadvantages of C-3. A case could be made that C-3 will make the City Center buildings more valuable since the elevated rail would provide visibility to the buildings in the City Center blocks effected in the same way as the Monorail does in downtown Seattle. Any potential future harm from C-3 is at

best speculative, C-1 and C-2 on the other hand will cause real harm to the City now.

I am encouraged that you are considering a new option C-4. This option does not damage existing businesses and residences in the way that C-1 and C-2 does and it appears that the alignment might not affect the City Center Block in question. Selecting C-1 or C-2 will hurt Lynwood. A choice of C-3 or C-4 makes sense and is good for the community.

Thank you for the opportunity to provide thoughts on this important decision.

Michael Raskin
President MJR Development



From: Mike Mayes [mailto:MMayes@MAYESTESTING.com]
Sent: Friday, September 06, 2013 3:03 PM
To: TheDG1@aol.com; mark@markforlynnwood.org; nicolafor mayor@gmail.com; Simmonds4Mayor@aol.com; chris@boyer4lynnwood.com; electmichaelmoore@hotmail.com; james@jamesdeal.com; JimSmithCFI@msn.com; shirley@voteshirleysutton.com; councilmancotton@cotton4council.com; commissioner.maria.ambalada@gmail.com; lovitt4citycouncil@gmail.com; ruth@ruthross.net; dwm270@yahoo.com; jmoore@ci.lynnwood.wa.us; pkrauss@ci.lynnwood.wa.us; jlambert@ci.lynnwood.wa.us; roger.iwata@soundtransit.org
Cc: tallgleb@hotmail.com; S; Linda At Sea; Mike Raskin; maryellen walsh; jameswalsh@outgun.com; Mike Dolder; Tim Beckerle
Subject: RE: Significant Events Have Occurred for Citizens Against C1 and C2

September 6, 2013

Re: Sound Transit - Lynnwood Link Extension

Dear Mayor Gough, City Council Members, City Staff and Candidates,

As you know there are three options for the Lynnwood Link Extension. We are pleased to see that the City of Lynnwood is proposing a fourth "C-4" option. It is our hope that the City of Lynnwood will support the C-3 (or C-4) option.

Mayes Testing Engineers is a professional services company which opened for business in 1984 in a leased space located in Lynnwood. We provide inspection, testing and consulting for construction projects. We have provided these services on projects such as the Lynnwood Convention Center and the recently expanded Lynnwood Recreation Center. We have grown to a company with over 100 employees. We think that we are a company that most cities would love to have within their borders.

When we decided to build our own building several years ago, we looked at several locations. We were happy to find our current location on Cedar Valley Road. We liked the access to the Park and Ride, access to freeways, the close proximity to Scriber Creek Park, the quiet residential adjacent neighborhoods, the Interurban Trail and all the greenbelt around us. During our building process we spent thousands of dollars on native growth area restoration and wet land buffers on the edges of our property. We gladly did this as it was clear that this would only enhance the natural park like environment of this neighborhood.

Now we find out that Lynnwood Link Extension Options C-1 and C-2 will mean an elevated concrete structure coming right down the side of 52nd Ave W and Cedar Valley Road. How can this even make sense? These two options destroy homes and businesses. Even if your home or business is not destroyed by this project, what results is an ugly towering concrete structure right through the neighborhood. The proposed Light Rail from Northgate to Lynnwood closely follows the I-5 alignment except for Options C-1 and C-2. Why would the line deviate from I-5 in Lynnwood? Option C-3 (and C-4) would follow the I-5 alignment on mostly vacant land, with the least impact to homes and businesses. These options would also preserve Scriber Creek Park.

Who would want to have this concrete monster in front of their home or business? The noise will be unbearable, especially on the proposed curved track. These concrete structures will eventually be covered with graffiti and this

neighborhood will become a low rent industrial wasteland. Property values will be diminished and the city of Lynnwood will lose a very nice part of this town. This a critical decision for the future of our community.

The only sensible solutions are the C-3 or C-4 options.

Respectfully Submitted,

Michael J. Mayes, P.E. | President

mmayes@mayesting.com

Tel: [425.742.9360](tel:425.742.9360) | Cell: [206.354.1060](tel:206.354.1060) | Fax: [425.745.1737](tel:425.745.1737)

MAYES TESTING ENGINEERS, INC.

www.mayesting.com

Main: 20225 Cedar Valley Rd, Ste 110 | Lynnwood, WA 98036 |

[425.742.9360](tel:425.742.9360)

Tacoma: 10029 S Tacoma Way, Ste E-2 | Tacoma, WA 98449 |

[253.584.3720](tel:253.584.3720)

Celebrating 10 years in Portland: 7911 NE 33rd Dr, Ste 150 | Portland,

OR 97211 | [503.281.7515](tel:503.281.7515)

<image004.jpg><image005.jpg> Connect with us

This transmittal is intended for the individual/agency so named and may contain proprietary or other information confidential in nature. If you received this transmittal in error, or if the delivery of this document to the individual/agency so named is in error, please destroy this document in its entirety and notify the sender immediately.



maryellen walsh <tambosassy@gmail.com>

Lynnwood Link and Disproportionate Impact of Alternative Routes C1 and C2

Sat, Sep 7, 2013 at 10:59 PM

[Quoted text hidden]

Begin forwarded message:

From: maryellen walsh <tambosassy@gmail.com>
Date: September 6, 2013 12:20:00 AM PDT
To: somers.elaine@epa.gov
Cc: maryellen walsh <tambosassy@gmail.com>
Subject: Lynnwood Link and Disproportionate Impact of Alternative Routes C1 and C2

Dear Ms. Somers:

A 60 day comment period is simply not enough time for most members of the public to review, understand and then comment on the DEIS which, with its supporting technical reports, is more than 2000 pages in length. Further, the DEIS was published at the end of July and the comment period ends on September 23. Many people are on vacation. Lynnwood's City Council has been on hiatus, and many government agencies have shortened schedules and have not been available to answer our questions.

PERPLEXING PUBLIC COMMENT PERIOD

In addition to being too short, the DEIS public comment process is confusing by its references to two alternative C1 routes and two alternative C3 routes. It is impossible to tell where each route begins and ends. This review is made even more difficult because the Technical Reports almost never specifically cite to the sources or studies that supposedly support the analysis and conclusions, and even then the Technical Reports contradict each other.

INADEQUATE CHOICES

The number of alternatives are insufficient and limited to a false choice among routes that cross protected wetlands and in one or possibly two alternatives under C1, a (4f) protected property, Scriber Creek Park, that was purchased with Conservation Futures funding. The City of Lynnwood and Sound Transit did not even know the source of the park's funding until the last week in August. Further, it has yet to be determined whether the wetlands in alternatives C2 and C3 were also purchased with Conservation Futures funding because the maps provided in the DEIS, the City's maps of the same areas, and the naming conventions used in these maps differ depending on who created them.

NEPA requires that an EIS offer a wide-range of reasonable alternatives so that the decision-makers and the public can see and evaluate the various environmental trade-offs involved before deciding on a particular course of action. Neither alternatives C1 nor C2 are reasonable. C3 seems like the most

<https://mail.google.com/mail/u/0/?ui=2&ik=a2224c1ebd&view=pt&cat=Travel&search=cat...> 9/9/2013

reasonable alternative because it may (it's hard to tell from the DEIS) impinge the least on the wetlands. However, those wetlands may have been bought with Conservation Futures funding. Again, the maps are inconclusive.

The DEIS's authors did not even attempt to find alternatives that addressed transportation demand in ways other than tearing apart a neighborhood, a park and wetlands.

MISSING AND INCOMPLETE PARTS


The DEIS chose to put off or ignore the legally required analysis regarding several key aspects of this project's environmental impacts. As for the analysis the DEIS does include, it is often misleading, contradictory and so perfunctory that it doesn't make any sense as follows:

The DEIS fails to provide any real useful information regarding impacts to ecosystems, and its Technical Report also offers almost no specific analysis or citations to scientific research or sources. The DEIS's legally required 4(f) analysis of impacts to public lands is incomplete and fails to justify that such impacts are unavoidable or de minimis. It contains absolutely no detailed or final analysis regarding impacts on the endangered salmon species and trout that use Scriber Creek and fails to even mention the several Native Growth Protection Area signs scattered throughout the properties impacted by C1 and C2.

Finally, The DEIS contains an insufficient analysis of the disproportionate impacts of the project on Environmental Justice populations (routes C1 and C2 consist of diverse communities), including adverse effects from noise and air pollution, not to mention the psychological impact of having half the neighborhood bulldozed to the ground and replaced with a concrete jungle that will be begging for Graffiti.

Thank you so much for any help you can provide as our neighborhood is severely distressed and mystified as to why these are the only routes under consideration.

Maryellen Walsh
(425) 776-5374

 Linda Willemarck's comments on DEIS.pdf
143K


<https://mail.google.com/mail/u/0/?ui=2&ik=a2224c1ebd&view=pt&cat=Travel&search=cat...> 9/9/2013

TO WHOM IT MAY CONCERN;

I-267-001

PLEASE SELECT OPTION C-1 FOR THE LINK LIGHT RAIL. I BELIEVE THIS WOULD BE THE BEST SELECTION FOR LYNNWOOD.

THANK YOU,

Joe Williams 9/5/13


I-267-001

Thank you for your comment stating a preference for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: LEVA WEMA
ADDRESS: 11919 99TH PL NE #203
CITY: KIRKLAND STATE: WA ZIP CODE: 98033
EMAIL ADDRESS: LEWITE@TODMAIL.COM

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

The Latvian Center has been an important part of not only my life, but my parents and every Latvian that I know. It would greatly sadden me & my community if for some reason we couldn't attend the church or the Latvian center's services anymore. I would like to see changes made in the plan of the project, so that it doesn't impact the Latvian center - Latvian community. Without the center I don't know where I would go to "my own" church & services as well as help out & volunteer w/ the center.

Sincerely,

Leva Wema



I-268-001

Thank you for describing the importance of the church and center to your family and community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-268-001

From: Buco4u@aol.com
Sent: Thursday, September 12, 2013 6:35 PM
To: Lynnwood Link DEIS; lianadberzins@gmail.com
Subject: Latvian Hall (Nams) in Seattle

Being blessed with a few friends that are Latvian I just have to say that everyone of them I have ever spoken to at any length has talked about the Latvian Hall (Nams) in Seattle without fail. They all speak of this place as if it is like their own home but with many more wonderful memories, experiences and time spent there then could ever be had at one's own home.

It would just be a shame to see any of this historical property with so many peoples wonderful memories lost!
Sincerely,
David Anderson

I-269-001 I

I-269-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andrew R. Abolins, M.D.

ADDRESS: 9405- 17th Ave. N.E.

CITY: Seattle STATE: WA ZIP CODE: 98115

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-270-001 | Your proposal to displace our Seattle Latvian Lutheran Church is unacceptable. This is not the first time we have been forced to move. But this site we built up ourselves and has grown to support the entire local Baltic community. You may consider this an ethnic church with some members residing some distance away. I believe the majority factored in proximity and access to church when deciding upon their place of residence. It is an extension of our homes. If you take away this one building, you will also be asking hundreds of people to consider moving. Again. You may have that legal right, but you would be wrong to do so.



I-270-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: MAX FISCHBACH <sig516ar@comcast.net>
Sent: Friday, September 13, 2013 10:51 AM
To: Lynnwood Link DEIS
Subject: FW: SOUND TRANSIT LYNNWOOD LINK
Importance: High

Sound Transit Lynnwood Link:

I-271-001

Based on the Draft EIS Round & Station Alternatives C1, C2, C3-OPT1 & C3-OPT2, what is the impact for each alternative relative to the following questions:

1. What impact would there be relative to north & south automobile traffic from 44th Ave W & 188th ST SW to 20610 44th Ave W (Embassy Suites Lynnwood North)?
2. What impact would there be relative to east / west traffic from 188th ST SW, 196th ST SW, 194th ST SW & 200th ST SW from 40th Ave W to 52nd Ave W?
3. What impact would there be for access to south bound I-5 from 44th Ave W & 36th Ave W?
4. What impact would there be for access to north bound I-5 from Popular Way?

Please provide responses to questions 1 – 4 addressing their impact relative to C1, C2, C3-OPT1 & C3-OPT2 to e-mail address: sig516ar@comcast.net or to the physical address below.

Thank you

MAX FISCHBACH
18704 41ST PLACE W
LYNNWOOD, WA. 98037-3715
MEMBER:

GERMAN SHEPHERD DOG CLUB of AMERICA
GERMAN SHEPHERD DOG CLUB of AMERICA - WORKING DOG ASSOCIATION
GERMAN SHEPHERD DOG CLUB of WASHINGTON STATE

I-271-001

Chapter 3 of the Final EIS details the performance of more than 20 intersections that Sound Transit and the City of Lynnwood identified for detailed analysis, as well as potential mitigation for impacts for each of the alternatives. The assessments were based on predictions of future traffic with and without the project, particularly in the areas where existing or future conditions already created traffic problems in the No Build condition, and where station area traffic would result in an increase. For the Preferred Alternative, Sound Transit identified improvements to mitigate congestion on 200th Street SW, including 44th Ave W. Traffic along 52nd or 188th Street SW is not expected to markedly change due to the project.



Impeach
Obama



GO AHEAD, JUST TRY & TAKE IT, OR

"ÜBERLEBEN ZU KÄMPFEN AN EINEM ANDEREN TAG" [LIVE TO FIGHT ANOTHER DAY]



"YOU EITHER HAVE A GERMAN SHEPHERD DOG, OR YOU HAVE SOMETHING FAR LESS"

I-272-001

Thank you for your comment supporting a light rail station at NE 145th Street under the following alternatives: A1, A3, A10, and A11.

From: Dan Kirkpatrick <danielrodgerskirkpatrick@gmail.com>
Sent: Friday, September 13, 2013 10:25 AM
To: Lynnwood Link DEIS
Subject: Please put a light rail station at 145th

I-272-001 | I live near there and look forward to being able to walk to the freeway and catch the light rail.

Thank you,

Dan Kirkpatrick
14303 Corliss Ave N

206 861 9543

From: Janis Klavins <jklavins@hotmail.com>
Sent: Friday, September 13, 2013 12:39 AM
To: Lynnwood Link DEIS
Subject: Latvian Church/Center

Greetings Seattle Sound Transit Organization,

My name is Janis Klavins, and my Latvian heritage is of great importance to me. The Seattle Latvian Lutheran Church/Center has been and continues to be an integral part of my life. It is a place of worship and education that has fostered Latvian Seattle residents to become pillars of the Latvian as well as the local American community.

I-273-001

Please reconsider placing the light rail in the parking lot, as it will make the church and center unusable for its members.

Regards,

Janis Klavins

I-273-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Parking supply would also be maintained but would be modified by the realigned street entrances.

From: Roberts Kukainis <roberts@kukainis.com>
Sent: Friday, September 13, 2013 9:18 AM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church and Community Center - Light Rail proposal

Re: Latvian Lutheran Church and Community Center - Light Rail proposal

Good afternoon -

I have visited the Latvian Lutheran Community center about 5 times in the last 10 years. Each of these times I have seen an increasing amount of activity, and higher participation level, than at previous events at the Center,

I-274-001

Although I live far from Seattle - 10 states away - it is apparent that the light rail plans and their effect on the Seattle Latvian Church and Center have caused a lot of concern among the Latvian Center members/participants. I am writing to request that you fully consider their opinions during the evaluation process about the effect of these plans on the Center's operations.

Thank you for your consideration, even of this e-mail from an out-of-area out-of-stater!

Roberts Kukainis

=====

Roberts Kukainis

roberts@kukainis.com

Tel # (864) 434-1656

I-274-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Mara Lazdins <mlazdins@gmail.com>
Sent: Friday, September 13, 2013 5:32 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Board - Lynnwood Link Extension

To Whom It May Concern:

I am writing in response to the proposed Lynnwood Link Extension project. It is my understanding that this rail extension, would impact the Seattle Latvian Evangelical Lutheran Church & Center.

My husband was born and raised in Seattle. I met him for the first time at the Seattle Latvian Evangelical Lutheran Center. The American Latvian Youth Association held one of our board meetings at the center, which was followed by a social evening for Latvian youth and their friends.

This place holds deep meaning for my husband's family, friends - and now us, as a couple. It holds deep meaning to the Latvian community both in Seattle and throughout the United States. Every major city in the US has a Latvian Center like the one that the Lynnwood Link Extension is putting at risk. These centers are where we all (including myself growing up in Michigan), went to Latvian school as children, where we were baptised, confirmed, and married.

Although I am not a resident of Seattle, every time we visit my husband's family, there is some kind of function at the Center. We look forward to spending time at the Center, watching Latvian folk dancing, talking with family and friends and celebrating our culture and history.

I-275-001

Please consider and alternate route for this rail extension project. The impact this would have on the local Latvian community would be devastating. I cannot imagine if this happened to the Latvian center where I grew up.

The Latvian culture is a strong one. For Latvians who fled during the Soviet occupation and created new lives for themselves in the United States, this center is their home. It is not just brick and mortar. It holds deep cultural, spiritual meaning and I urge the Sound Transit Board to reconsider its extension plan.

Thank you for your time and consideration.

Regards,

Mara Lidacis

I-275-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, the larger Baltic community, and those interested in Scandinavian studies. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Danute Musteikis <danutemusteikis@gmail.com>
Sent: Friday, September 13, 2013 9:40 AM
To: Lynnwood Link DEIS
Subject: Latvian Center, Seattle , WA

I am writing you in response to your proposed transit changes which would impact the Latvian Center. Because we presently live in Olympia, it is difficult to attend meetings in Seattle regarding the proposed transit plans.

We(a Latvian/Lithuanian heritage family) have been regularly attending cherished functions at the Latvian Center since 1985. We have participated in weddings, funerals, yearly Independence Day commemorations and other joyful festivities such as St. Martin's Eve with the 3 Baltic communities and extended friends. One of our children was married at the Latvian Center's church. Our children have grown up with a strong connection to this place, and our hope is that our grandchildren will, too. There is a particularly unique motif at the Latvian Center which unites our distinct cultures. If you just step into the welcoming entry way, you may feel it too; the echoes of generations simply and powerfully sharing life.

I-276-001 | It would be a great shame to eviscerate this strong cultural bond, especially if other avenues for transit are available. Like the old song says, are you going to "pave paradise and put up a parking lot?"

Thank you for reading this.

Sincerely,

Danute Musteikis-Rankis & extended family

I-276-001

Thank you for describing the personal and cultural significance of the church and Latvian center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Corine Schmidt <mlw39.cks40@gmail.com>
Sent: Thursday, September 12, 2013 4:09 PM
To: Lynnwood Link DEIS
Subject: Scriber Park

I-277-001 | To destroy this wonderful natural environment that is a real gem and used by so many people and is the home to wildlife would be unforgivable. This option must be off the table NOW. Corine Schmidt

I-277-001

Thank you for your comment regarding Scriber Creek Park and the potential impacts of Alternative C1. The Sound Transit Board has identified a modified Alternative C3 as the Preferred Alternative, avoiding the impacts to the park.

September 11, 2013

Laura Swift
401 S. Jackson Street
Seattle, WA 98104

I-278-001

My name is Rolands Juris Abermanis. I am a member of The Seattle Latvian Evangelical Lutheran Church/Center. By now I'm sure your knowledge of the history of displaced Latvians is broadened significantly and I would like to share my concerns for the proposed plans for our church and community center. My parents fled their homeland of Latvia in the midst of WW II. They were very fortunate to be able to come to the United States of America to restart their lives. They settled in Detroit, Michigan and with other members of the Latvian community organized and established their church and community center, as displaced Latvians did all over the country. I was born in Detroit and for the first 4 -5 years of my life knew only one language, Latvian. I graduated from our local Latvian school, participated in our local folk dancing group and made lifelong friends. After finishing college in Louisiana, my wife and I started our family. Our children Andris and Helena were born in New Orleans. The total Latvian population in New Orleans, including our family of four, was six. Our Latvian heritage and culture would have probably come to an end if we had remained in Louisiana. My wife Jennifer and I wanted to give our children the memorable experience of learning the Latvian language along with traditions and cultural rituals that can only be experienced in a Latvian cultural center. That chance came when my wife's work offered us a move to Seattle. We immediately became members of the Latvian community in 1997. I gave up a career of 16 years in the petroleum industry so that my children would have the same opportunity that I had. Our family has now been a member of The Seattle Latvian Evangelical Lutheran Church/Center for more than 16 years. My children have graduated our Latvian school, know the language, and have made lifelong friends in "THEIR" Latvian community. Latvians have been displaced from our country of origin by the Soviet regime and now by their adopted homeland, specifically Seattle Washington. is planning on displacing us once more. Losing or altering our place of worship and cultural center will be to some elderly the last straw. For many of our elderly, this is a repeat performance of what happened to our original cultural center in 1969, to build of all things "a playfield". You know our stories and many of them sound very familiar. We "Latvians" are a very proud and hardworking people we will survive. Thank You. Awaiting your reply.

Respectfully,

Rolands Juris Abermanis
17428 93rd Ave NE
Bothell, WA 98011

I-278-001

Thank you for describing the importance of the church and community center to your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: MARKUS ALOIS ANOREJEVS

ADDRESS: 3818 - 228TH PL. SW

CITY: BRIER STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: MARKUSAAA@HOTMAIL.COM

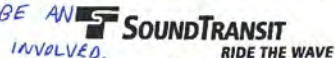
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I HAVE BEEN A MEMBER OF THE LATVIAN COMMUNITY AND LUTHERAN CHURCH ALL MY LIFE. IN FACT, MY GRANDPARENTS HELPED BUILD THE COMMUNITY CENTER / CHURCH AND MY PARENTS MET HERE WHILE THEY WERE BOTH MEMBERS OF THE FOLK DANCE GROUP "TREJDEKSNITIS". I HAVE ATTENDED SCHOOL HERE, GONE TO CHURCH SERVICES, DANCED IN THE FOLK DANCE GROUP, SANG, PERFORMED IN TWO PLAYS, GONE TO CHRISTMAS BAZZARS, ATTENDED BOARD MEETINGS FOR THE WEST COAST LATVIAN EDUCATION CENTER, WEDDINGS, CHRISTENINGS, FUNERAL SERVICES, MOVIE NIGHTS, HEARD GUEST SPEAKERS, CONFERENCES, PARTIES, RUMMAGE SALES, ATTENDED POLITICAL EVENTS, AND EVEN ATTENDED OTHER BALTIC STATES EVENTS.

I-279-001 | THIS CENTER SERVES AS A CULTURAL AND RELIGIOUS HUB FOR MANY PEOPLE UP AND DOWN THE WEST COAST. PLEASE DON'T TAKE AWAY OUR COMMUNITY CENTER!! THERE MUST BE AN



INVOLVED.
SINCERELY, MARKUS ANOREJEVS

I-279-001

Thank you for describing the importance of the church and community center to your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Osha Andrejevs

ADDRESS: 3818 228th Place SW.


CITY: Brier STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: osha.andrejas@gmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I was not born into the Latvian community, but rather adopted by it. When my husband and I met 15 years ago our first date was a New Year's Ball at the Latvian Community Center. My first hint that this ^{community} was a very close knit family was when my date turned to me at midnight and excused himself so he could go to the next table and wish his grandparents (and all of the other members of the older generation) a happy new year. From that night on I knew that this Seattle Latvian community was the most supportive, connected, intergenerational community I had ever seen or heard of. I was quickly adopted into this family of over 700 core members despite my lack of knowledge of their culture or language. Since my adoption I have ^{been patiently taught about culture,} ~~learned about culture,~~ ~~been patiently taught about culture,~~ dance (I have been an active ~~part of the~~ ~~part of the~~ ~~part of the~~ number of Fredrikson's folk dance group for over a decade), the importance of human connection, and even a few Latvian phrases: ^{None of} ~~None of~~ these things would have been possible and I would be a cultural orphan in this city without the Latvian church and community center. This place is where I learned about family, heart, and the Latvian culture, and continues to be one of the  **SOUND TRANSIT** only places I feel truly at home, and accepted as I am. **RIDE THE WAVE**
At the Latvian Community Center I have a purpose greater than myself.

I-280-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-280-001

I-281-001

Thank you for your comment stating your preference for Alternative C3.

From: Kathy Annas <kathyxst@comcast.net>
Sent: Thursday, September 19, 2013 11:00 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Light-rail Links

I-281-001 | Please register our preference for option C-3 as the location for the Lynnwood Light-rail link. This is the clear choice for me and the 3 registered voters who live at my house (husband and 2 adult children).

Thank you, Kathleen Annas

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mara Apsitis

ADDRESS: 14030 69th Ave SE

CITY: Snohomish STATE: WA ZIP CODE: 98296

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-282-001

The Latvian Center has been a part of my life since before I can remember. It is hard to separate my life from the Latvian community. My dad grew up here and my mom joined him when she moved here from Latvia. My grandfather also helped build the center. I feel like I have a community that I belong to, which is facilitated by this center. Here we have a place to gather ^{which} ~~the~~ accommodates a range of activities from Latvian card game night to a New Year's Eve dance party. Here we have a place to come together. I attended Latvian school here and remember the plays we put on, the Latvian poems that we memorized and delivered. My friends from school have come and gone now that I am in college, but my Latvian friends have lasted. I feel like they will be there for me, always, no matter what. It would be exceedingly difficult to meet with all of them if the Latvian Center no longer existed in the capacity that it does now.



I-282-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Banionis, Arunas D.O. <abanionis@thedoctorsclinic.com>
Sent: Tuesday, September 17, 2013 1:32 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Center

Dear Sound Transit Staff:

I am a member of the Lithuanian-American community of Seattle. Our country has been built by immigrants from many countries to include those from the Baltic States of Lithuania, Latvia and Estonia. Immigrants from these nations have made many significant contributions to our country over the last several centuries. My parents were forced to leave their homeland of Lithuania due to the ravages of WWII and were welcomed warmly in their newly adopted country of America. My own mother who is Lithuanian was first welcomed to freedom in a Latvian Displaced Person camp in post WWII Germany and attended a Latvian school. Such gathering places such as the Seattle Latvian Center have maintained that same tradition and welcome new immigrants. These centers have been integral in integrating new immigrants into the American mainstream.

Upon arrival to the United States, my parents were welcomed warmly in a facility that is almost identical to the Seattle Latvian Center. In almost every major American city there are community centers and churches that were founded by Baltic immigrants. They have served as a welcoming place to individuals who wished to preserve their cultural heritage. Such community centers played an integral part in facilitating the independence movement in these countries in the late 80s and early 90s that led to independent democratic states of Lithuania, Latvia and Estonia. Schools, folk dance groups and other organizations flourish around these types of centers. Existence of this center was key for establishment of the Baltic Studies program at the nearby University of Washington. The City of Seattle takes pride in the accomplishments of all of its immigrants, yet now a major construction project threatens the very existence of the Seattle Latvian Center.

It has come to my attention that the Seattle Latvian Center could be closed for an extended period of time due to construction of a light rail line or even outright closed. This center plays a vital role for the Baltic community here in the greater Seattle area. In these difficult economic times it is not feasible to just to "pull up the stakes and set up camp elsewhere". I kindly request that integrity of the Seattle Latvian Center be maintained and that adequate parking and access be allowed during these difficult times. A forced relocation or closure of this facility would be a terrible blow to the Seattle Baltic community. I strongly urge you to keep the Latvian Center open as it plays a significant role in our community.

With kindest regards,

Arunas T. Banionis, D.O.

I-283-001

Thank you for describing the cultural and personal importance of the church and community center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-283-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS BIRNBAUMS

ADDRESS: 4920 - 123RD P.S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

FOR THOSE OF US WHO EITHER LIVE IN THE NORTH
OF NORTHGATE RESIDENTIAL COMMUNITY, OR PRAY AT
THE LATVIAN LUTHERAN CHURCH, MY CONCERN
IS AS FOLLOWS.

I-284-001

THE TRAIN TRACKS ARE PLANNED THRU THE
COMMUNITY, CREATING DESTRUCTION OF PROPERTY,
BUT THERE IS NO BENEFIT TO THE COMMUNITY.
NOT HAVING ANY STOPS BETWEEN THE NORTHGATE
TRANSIT CENTER AND SOMEWHERE NORTH OF 130TH
STREET, DOES NOT ALLOW THE COMMUNITY TO USE
THIS TRAIN SERVICE. THEREFORE, THERE IS NO BENEFIT,
ONLY DISRUPTION.



I-284-001

Thank you for your comment. The Lynnwood Link Extension light rail project is designed to be a benefit to all who travel the corridor between Northgate and Lynnwood. The potential station at NE 130th Street is approximately 0.7-0.8 miles north of the Latvian Evangelical Lutheran Church, while the Northgate Station is approximately 1.5 miles south of the church, but with bus service, or by bike, walking, or by car, the station would be accessible to church or center users. Bus services may also be realigned to better serve the rail station, which may help improve transit access; however, any bus realignment would be determined by King County Metro.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS BIRNBAUMS

ADDRESS: 4920 - 123RD PL. S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

AS A LONGTIME MEMBER OF THE LATVIAN LUTHERAN CHURCH,
I AM VERY CONCERNED ABOUT THE IMPACT AND CHAOS THIS
PROJECT WILL CREATE. IT WILL CHANGE OUR WAY OF LIFE
AT THE CHURCH AND THE UNIQUE CULTURAL CENTER, THE
ONLY ONE IN THE STATE OF WASHINGTON.

IF THIS PROJECT REQUIRES THE LOSS OF THE PRESENT
ACCESS, PARKING, AND THE CARETAKER'S HOUSE, MY EXPECTA-
TION IS THAT SOUND TRANSIT WILL PROVIDE FAIR AND
JUST COMPENSATION FOR THE PROPERTY LOSS. ALSO THE
SAME APPLIES TO DAMAGE DURING CONSTRUCTION,
PLANNED OR ACCIDENTAL.



I-285-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-286-001

Thank your for your comment stating your preference for Alternative C3.

From: Jonathan Blubaugh <aracfi@msn.com>
Sent: Friday, September 13, 2013 12:32 PM
To: Lynnwood Link; Lynnwood Link DEIS
Cc: Kathleen Snyder; Terry Nightingale; Susie Schaefer; suemiller1@gmail.com; Qinglin Ma
Subject: Friday webcast

Gentlepeople,

I-286-001

I just learned about the three Lynnwood alternatives during a nature walk I gave at Scriber Lake Park on Sunday in conjunction with Edmond's Puget Sound Bird Festival. We quickly collected 28 signatures supporting Alternative C3 because of its minimal impact on Scriber Creek Park. Of the 28 signatories eleven separate municipalities are represented in Snohomish and King Counties. So like the light rail itself, the park is not just a town asset, but a regional asset.

The Environmental Project Engineer stated during today's webcast that C3 has little or no impact in Scriber Lake Park.

I am requesting the Pilchuck Audubon Society Board of Directors to take a position supporting C3.






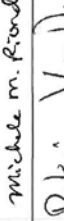


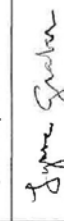


I will mail in the petitions this afternoon.

Jonathan Blubaugh
425-244-7366

Sent from Windows Mail

Petition to Save Scriber Creek Park and the Wetlands Say NO to Alternatives C1 and C2

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives would have the most significant negative environmental impacts to Scriber Creek Park and its associated forested wetlands and wildlife habitat and quality of life of the residents in the area.

Signature	Printed Name	Address	Phone	Email
	Douglas Resnick	7802-185th Pl. SW, Edmonds Shoreline	425-776-4811	dresnick1@gmail.com
	Lisa Bourgon	621 NW 175th Pl Shoreline	206-846-0411	labourgon@gmail.com
	Robert Bourgon	621 NW 178th Pl Shoreline	206-546-0411	Robert.Bourgon@scsdc.com
	Sharon Snedden	510 Forsyth Lane Auburn WA	425-776-4498	
	Judy Borer	12725 SE 312th 507 NE Northgate Seattle, WA 98125	206-433-7349 206-351-1929	grannyjude326@yahoo
	Michele M. Riordan	185 232nd Pl SW Burien WA 98148	206-669-2479	pvanduin@comcast.net
	Patricia Van Duine	Bothe WA 98021 Lynnwood WA 98037	206-669-2479	csellhaste@gmail.com
	Charlene Seelbach	4300 179th Pl SW Lynnwood WA 98037	425-787-1667	chelseahenry@gmail.com
	Barbara Hauer	10725 24th St SW Edmonds WA 98020	206-546-4666	
	Lynne Graber	7150 SE 63rd Pl. Nether Island 99040	206-232-9074	
	Roba Bietak	4305 23rd St SW Mountlake Terrace, WA 98043	206-468-7469	

Petition to Save Scriber Creek Park and the Wetlands Say NO to Alternatives C1 and C2

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives would have the most significant negative environmental impacts to Scriber Creek Park and its associated forested wetlands and wildlife habitat and quality of life of the residents in the area.

Signature	Printed Name	Address	Phone	Email
	Gay Lloyd Sisson	Kent WA 98031	206 353 7773	jg241loyd@gmail.com
	Mona Fairbank	8022 202 St SW Seattle 98106	425-771-5370	
	Alyssa Foubert	8622 202 St SW Edmonds WA 98026	425-876-1844	
	Lisa Aikens	19230 84th Ave W Edmonds WA 98026	425-775-4778	
	Daren Anderson	20208 84th Pl West Edmonds WA	425-778248	billanderson15@gmail.com
	Bill Anderson	" "	" "	billanderson15@gmail.com
	Jonathan Blumhagen	16075 9th Ave W Everett WA 98204	425-244-7633	avocetfi@msn.com
	Susan V. Schaefer	1055 Edmonds St Edmonds WA 98026	425-771-7165	
	Lynette Petrie	430-3rd Ave So	425-712-1574	
	Laura Dahlem	21315 80th Ave W Renton WA 98056	360-651-2420	laura.dahlem@battymid.com
	Eileen Weintroub	11815 37th Ave NE	206-751-7511	

**Petition to Save Scriber Creek Park and the Wetlands
Say NO to Alternatives C1 and C2**

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives would have the most significant negative environmental impacts to Scriber Creek Park and its associated forested wetlands and wildlife habitat and quality of life of the residents in the area.

[illegible]

Petition to Save Scriber Creek Park and the Wetlands

The signers of this petition are opposed to Alternatives C1 and C2 routes for the Sound Transit Link Light Rail Lynnwood Extension because these alternatives would have the most significant negative environmental impacts to Scriber Creek Park and its associated forested wetlands and wildlife habitat and quality of life of the residents in the area.

[illegible]

Swift, Lauren

From: Jonas Buck <jonasdeltuva@gmail.com>
Sent: Thursday, September 19, 2013 10:46 AM
To: Lynnwood Link DEIS
Subject: Proposed Light Rail Project and the Latvian Center

To Whom It May Concern,

I-287-001 I am a member of the Seattle Lithuanian-American Community and a supporter of mass transit. That said, I would like to express my concerns for the current proposals to build a light rail station adjacent to the Latvian Center in Northgate. First, I do not believe Sound Transit has acknowledged the cultural significance of this site in its planning process. Second, the physical interruption of construction and operation of an overhead light rail line would imperil the ability of community members to celebrate our cultures and traditions.

For all 22 years of my life, the Latvian Community has been gracious to open the Latvian Center to the Lithuanian-American Community for large and small events. Every Sunday, my Lithuanian folk dance group practiced in the basement of Latvian Center for Vasario Sesiulikta (February 16th), our annual Lithuanian Independence Day Celebration, which is still held at the Latvian Center. As a former member of the Soviet bloc, we take this celebration very seriously. These events turned into memories are formative to my parallel identities as a Lithuanian and a Seattleite, and I would be disappointed to see the latter cross the former.

I-287-002 Seeing that many cultural groups routinely use the Latvian Center for preparation and celebration, Sound Transit should strive to interrupt these activities as little as possible in the construction and placement of the new light rail line. Please take whatever steps necessary to mitigate noise and destruction both during construction and once the train is running. We would prefer the grade-level

I-287-003 option for this. It is also important that the Latvian Center remain accessible through the maintenance of the caretaker's house and the abundance of parking, so as not to disrupt the neighborhood during events attended by hundreds of people. A seizure of the property by eminent domain - or the disregard of the physical conditions created by construction of a light rail line - would show disrespect for the history and culture of the Baltic States and our diaspora's presence in the United States of America and the Pacific Northwest.

Please consider our community's well-being as we expand connectivity across the region.

Thank you,
Jonas Deltuva Buck

I-287-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-287-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Sound Transit's policy is to mitigate moderate or severe impacts as per FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction, or any other construction projects, and Sound Transit would work with local residences and businesses to minimize construction impacts.

For nighttime construction, which will likely be required due to the heavy volumes of traffic on I-5 and other arterial roads, a noise variance would be required from each of the cities where construction would be performed. During that time, Sound Transit will work with the local

jurisdiction to arrive at construction specifications that minimize construction-related impacts to nearby communities.

I-287-003

Thank you for your comments expressing concern about the potential impacts to the Seattle Latvian Evangelical Lutheran Church property. As mentioned in the response to comment I-287-001 above, Sound Transit has redesigned the Segment A alternatives so that none of them would displace the church or center. The caretaker's residence would need to be relocated due to the realigned roadway, but Sound Transit would provide for the relocation. Parking supply would also be maintained for the church and center.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Juris Cilnis, MD

ADDRESS: 10702 Lakeside Ave NE

CITY: San H C STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: cilnis@earthlink.net

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-288-001

Comments

I would like to point out that the Latvian Church and community center represents the social matrix and fabric of a great many people - hundreds, perhaps thousands.

Losing the church/center would shred that fabric - from children to youth to senior citizens.

The human cost of such can not be calculated in dollars and cents.

Please consider this in your deliberations.

J. Cilnis, MD

9/15/13

SOUNDTRANSIT
RIDE THE WAVE

I-288-001

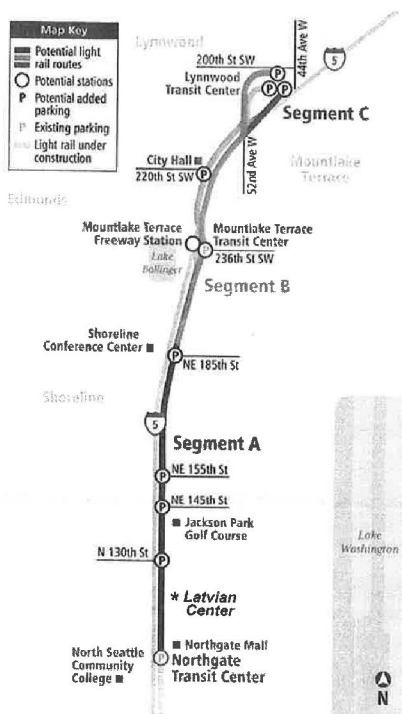
Thank you for describing the cultural and social importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Latviešu Biedrība Vašingtona Štatā

INFORMĀCIJA

2013.g. rudens

nr.204



Is this the end
of the line for
the Latvian
Community in
Seattle? Will
the Latvian
Community
once again lose
its Church and
Center?

Reporting begins on page 3

*Latvian Society Newsletter
sept, 2013*

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DOUGLAS & SILVIA COPELAND

ADDRESS: 20725 121st Ave S.E.

CITY: SNODHOMISH STATE: WA ZIP CODE: 98296

EMAIL ADDRESS: doug.copeland@hotmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-289-001

CONTINUED ACCESS TO THE LATVIAN CENTER IN SEATTLE
AT 1710 3RD AVE NE IS CRITICAL TO THE FINANCIAL SUSTENANCE OF
OUR FACILITY. WE HOST AN ANNUAL RUMMAGE SALE WHICH OFFERS A WIDE RANGE
OF HIGH QUALITY GOODS DONATED LARGELY BY MEMBERS. THIS BENEFITS US
AND THE GENERAL PUBLIC, AS WELL AS OTHER CHARITIES WHO RECEIVE
OUR LEFT-OVER MERCHANDISE. WE HAVE SOLD OVER \$200,000 OF GOODS
OVER THE PAST 15 YEARS, WITH A STEADY, IMPROVING TREND. THIS
WEEK-LONG EVENT TAKES PLACE IN APRIL, AND OUR MANY REPEAT CUSTOMERS
EAGERLY ANTICIPATE RETURNING EVERY YEAR.
THUS, AS CHAIRMAN OF THIS SALE FOR THE PAST SEVEN YEARS, WE STRONGLY
FAVOR A DESIGN WHICH PRESERVES ACCESS DURING CONSTRUCTION AND
MINIMIZES LOSS OF ANY PART OF THE PROPERTY.

Douglas P Copeland Silvia Copeland



I-289-001

Thank you for describing the importance of the church and center to the community including its financial contributions. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE which avoids the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Memorandum

To: Sound Transit Board, c/o Lauren Swift
From: Ian D. Cotton, PE, LEED AP
Date: 9/19/2013
Re: Lynnwood Link DEIS Comments

I am writing to propose an alternate route to the C1, C2, C3 routes as proposed by Sound Transit in the Draft Environmental Impact Statement.

The routes as proposed by Sound Transit have the following negative impacts:

- C1: Noise, displacement, aesthetics to large Single Family zone community. Wetland and park impacts. Displacement of businesses. Impact to School District property.
- C2: Same as C1.
- C3: Wetland and park impacts. Future impact to multiple businesses as future extension takes route directly into existing hotel. Negatively impacts future development efforts in the Lynnwood City Center.

Please see attached the mark-ups to the Draft EIS drawings C1M-PP03, C2M-PP03 and C3M-PP02. This proposed routing has been laid out using the minimum track curvatures as taken from Sound Transit Draft EIS drawings.

This proposed routing is far from Single Family zoned communities, avoids businesses and School District property, minimizes the crossing of the wetlands, and aligns the future extension of the track with a major roadway should voters approve ST3 light rail extensions. In addition this alignment places the station near the bus terminals at the SE corner of the existing bus station preserving existing investment in infrastructure.

Please add this memo and attachments to the record of comments and input for the DEIS comment period ending on September 23, 2013.

Regards,

Ian D. Cotton, PE, LEED AP

Attachments: Mark-ups to drawings C1M-PP03, C2M-PP03 and C3M-PP02

I-290-001

Thank you for your comment describing your impacts of concern with the three Segment C alternatives evaluated in the Draft EIS.

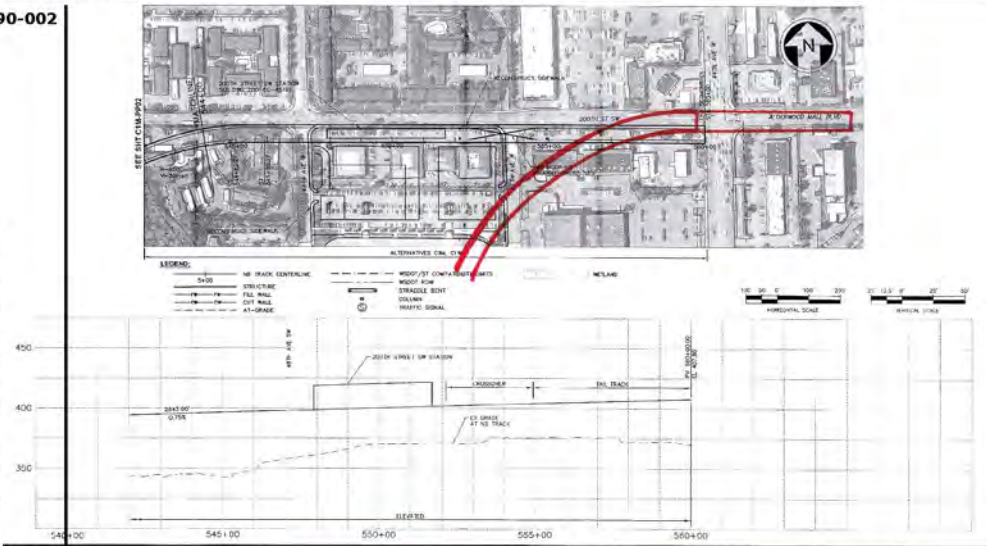
I-290-002

The proposed alignments for C1 and C2 were not further modified; C3 modifications were considered in developing the Preferred Alternative. See Chapter 2 for a description.

SOUND TRANSIT LYNNWOOD LINK EXTENSION

I-290-002

\\pds01\proj\2013\I-290\Drawings\I-290-002.dwg (11/11/2013 11:11 AM)



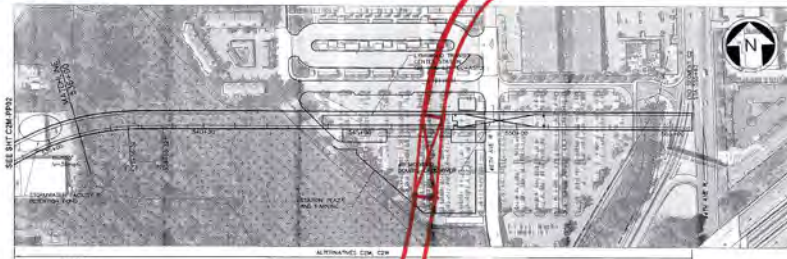
I. Cotton 09/19/2013

DRAFT EIS - CONCEPTUAL DESIGN
TRACK PLAN & PROFILE AND ROADWAY RECONSTRUCTION
I-5 - ALT. C1M

DWG NO. C-1M-0903
 SHEET 49 OF 142
 REV. NO. 3

SOUND TRANSIT LYNNWOOD LINK EXTENSION

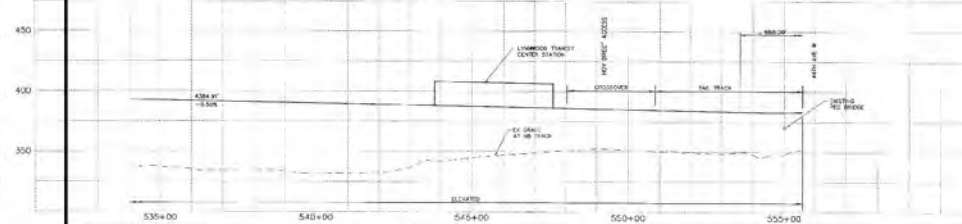
I-290-002



LEGEND

NO TRACK CENTERLINE	WOOD/ST COMPATIBILITY LIMITS	WETLAND
STRUCTURE	WOOD ROW	
FILL WALL	SHADED BENT	
EXIST. ROAD	SIGNAL	
AT-GRADE	TRAFFIC SIGNAL	

1" = 100' HORIZONTAL SCALE
1" = 10' VERTICAL SCALE



North Corridor
Transit Partners

I-COTBOW 01/19/2013

DRAFT EIS - CONCEPTUAL DESIGN
TRACK PLAN & PROFILE AND ROADWAY RECONSTRUCTION
I-5 - ALT. C2M

DWG NO. C2M-PP03
SHEET 33 OF 142
REV. NO. 3

I-290-002



From: Paul Dermanis <pdermanis@comcast.net>
Sent: Wednesday, December 31, 1969 6:44 PM
To: Lynnwood Link DEIS
Cc: Sarma Davidson
Subject: Light Rail Extension

Gentlemen:

I have been a member of the Latvian Church and Association for many years. I have also practiced architecture in Seattle for more than 40 years and am currently retired. My former firm, Streeter/Dermanis & Associates, did a number of projects for the Department of Transportation.

I-291-001

Concerning the extension of light rail from Northgate to Lynnwood and the impact on the Latvian Community Center, several alternatives are being considered - grade level, elevated, other location.

There is an alternative that to me seems realistic and has not been given sufficient consideration - locating the rails in a depressed ditch covered by a concrete lid - similar to Battery Street tunnel in Belltown. This would eliminate almost all noise and visibility of the trains. The layout of the Latvian Center could remain as it is now with the entrance in the present location.

I think the cost of the depressed alternative will be higher than the others. It may not be much higher than the elevated alternative.

The way to find out is to do a study with a layout and a cost estimate. Then the additional cost would be known in fairly exact numbers. It is not just the Latvian Center that would benefit from the depressed version. There are many other buildings, residential and commercial, that would also benefit.

To me the depressed version is the only one that does not have a major negative impact on the Latvian Center. I think Sound Transit should at least do a preliminary study to establish the additional cost of the depressed version.

Very truly yours,
Paul Dermanis AIA
116 NW 55th Street
Seattle, WA 98107
206-783-3873

I-291-001

Thank you for your suggestion; Sound Transit has developed a different approach to avoid displacing the church and center. A retained cut alignment would still require displacement of the church because it would have an extended closure of the access road. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREA DROUGAS
 ADDRESS: 515 Laurel Drive
 CITY: Everett STATE: Wa ZIP CODE: 98201
 EMAIL ADDRESS: andrea.drougas@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I have been active in the Seattle Latin Community since 1984.

Comments *Moving up to Seattle to attend the University of Washington, one of the first things I did was come to an event at the Latin Center to meet fellow Latinos and find ways to become involved in the community. Since 1984, I have performed as a dancer, attended church, participated in countless Latin Community events and functions, all located at the Seattle Latin Center. Yesterday, my 2 year old son started Latin school. With his Latin activities and mine, we find ourselves at the Latin Center 2-3 times a week. I absolutely can't imagine not having our Latin Center and Church as a place to meet.*

I-292-001 *Both the Latin Center and Church are vital to the continuation of our culture and traditions. We are a culture that gathers. We gather to sing, to dance, to remember our ancestors and to pass on our traditions to the next generation. Losing the Latin Center or even losing access to the Center and Church would be devastating to our Latin Community.*

Sincerely,

Andrea Drougas



I-292-001

Thank you for describing the importance of the church and center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Gaigalaite, Ausra <agaigalaite@Riddellwilliams.com>
Sent: Tuesday, September 17, 2013 12:22 PM
To: Lynnwood Link DEIS
Subject: Comments for Lynnwood Link Extension - DEIS

Lauren,

I am writing regarding the potential impact of Sound Transit Link to Lynnwood for the following property:
Latvian Center
11710 3rd Ave N.E.
Seattle, WA 98125

This property is the gathering place for Latvian, Lithuanian and Estonian communities in the area. The communities celebrate national holidays and have special events in this building/church. Having the construction so close to the building might make the building unusable for such events. These events are important to keep our traditions alive and to communicate with other community members.

I-293-001 As an active member of Lithuanian community, I would like to ask you to please ensure that there is plenty of room to access this building during and after the construction. It would be great if we could have adequate parking as well. The center should not be closed during construction since that would cause the suspension of all community events and that would be unduly burdensome for our small community. I would prefer the at-grade option, not the elevated option.

I-293-002 Moreover, please mitigate as much as possible the construction and post-construction impacts (dust, noise, vibration, light) to this property.

If the relocation of the center were to be required, the relocation property needs to be the same size or bigger and it needs to be located in the same general location, since any dramatic change in the location or size of the Center would impact my use of the center greatly.

I-293-003 Another request I have is to consider extending the link north to Ash Way Park and Ride. The Ash Way Park and Ride is heavily used. The parking lot is very full by 7 am and it could use some extensions/upgrades.

Thank you for your consideration.

Very truly yours,
Ausra Gaigalaite
D 206.389.1704
agaigalaite@riddellwilliams.com

CONFIDENTIALITY AND CIRCULAR 230 NOTICE: This communication is intended for the sole use of the individual and entity to whom it is addressed, and may contain information that is privileged, confidential and

I-293-001

Your preference for an at-grade alignment that avoids the church is noted, and thank you for describing the importance of the church and center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-293-002

Although construction activities will be adjacent to the church, Sound Transit will work closely with the church to maintain access, minimize parking loss, and reduce other potential construction disruptions to ongoing church and center activities. The primary construction in the area would be ongoing for about 1-2 years in the area, but major construction activities would be shorter duration. For temporary impacts such as truck traffic, detours, noise, dust, light and glare, Sound Transit proposes best management practices to avoid and minimize impacts in Sections 3.6, 4.5.7, 4.6.7, and 4.7.7. The construction area would also be fenced to protect public safety.

I-293-003

Thank you for your suggestion to extend the light rail line north of the Lynnwood Transit Center to the Ash Way Park-and-Ride. The project evaluated in the Final EIS is limited to the extension of the light rail system between Northgate and the Lynnwood Transit Center. The Sound Transit Long-Range Plan, however, calls for the eventual extension of the light rail line further north to the city of Everett.

exempt from disclosure under applicable law. You are hereby notified that any dissemination, distribution or duplication of this communication by someone other than the intended addressee or its designated agent is strictly prohibited. As required by the Internal Revenue Service, anything contained in this communication pertaining to any U.S. federal tax matter is not to be used for the purpose of avoiding federal tax penalties under the Internal Revenue Code or for promoting, marketing or recommending to any third party the tax implications of any partnership or other entity, investment plan or arrangement discussed in this communication. If you have received this communication in error, please notify this firm immediately by collect call (206)-624-3600, or by reply to this communication.

From: Peteris A. Galins <pylgalins@aol.com>
Sent: Friday, September 20, 2013 11:28 AM
To: Lynnwood Link DEIS
Subject: Latvian Church and Community Center

I and my family have used the subject property since it was built by the Latvian community with their own hands and their own financial support(I personally and my family were among the contributors).. We have been members of the Latvian Lutheran Church and the Latvian Association since 1960. We attend the church services regularly and use the community hall for many reasons such as sunday school, choir rehearsals, social functions, weddings, funerals, baptisms, confirmations, musical events, theater and many more. I was the conductor and music director of the Latvian Choir for 30 years with its top membership of 70 singers. The Latvian center was our home and totally essential for our existence then, and still is today after I retired. We organized West Coast Latvian Song Festivals, three of which were held in Seattle using Latvian community center for some of its functions.

I-294-001

The Latvian Lutheran Church and Community Center is the mainstay of the Latvian people who desire the liberty, freedom and the right to exercise their religious beliefs in their own church, further their ethnic culture through songs, plays, folkdancing and schooling of next generations in the facility that their own people built with their own hands, sweat and strain.

I hope, you can understand the immense importance for our community to retain The Latvian Lutheran Church and The Community Center in its current excellent operational status, availability to our people for reasons that are strong, will never change and, for people who have been oppressed by dictators and communism for most of their country's existence, can only be accomplished in our current home The United States of America!

Where there is will, there is a way!

Peteris A Galins
Retired choir director of the Latvian Community
16623 116th PL SE
Renton, WA 98058
pylgalins@aol.com

I-294-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. The Preferred Alternative and other alternatives now avoid displacing the church and center. See Chapter 2 for a description.

From: Mona Gilkerson <monagilkerson@gmail.com>
Sent: Wednesday, September 18, 2013 11:24 AM
To: Lynnwood Link DEIS
Cc: Loren Simmonds; Sid Roberts; Van AuBuchon; Christopher Boyer; Kerri Lonergan-Dreke; Benjamin Goodwin; Mark Smith
Subject: Sound Transit Lynnwood Link of the Light Rail Project

To Whom It May Concern:

As a long-time resident (of more than 20 years) of Lynnwood, and as a resident/ homeowner at Cedar Creek Condominiums for that entire 20 years, I would like to voice my opinion on the route to be chosen for the Sound Transit Lynnwood Link.

I-295-001 I would strongly recommend the C1 Route as proposed by Sound Transit. It seems that this route has the least impact on wetlands and, as I hope most are aware of, wetlands are vital to our environment and general quality of life. There are reasons that federal guidelines have been put in place to protect these areas. To override or ask for exceptions to this extent would be short-sighted and a disservice to future generations. In addition, C1 appears to be the most convenient route for the existing park and ride - even the "proposed" C4 would be inconvenient and would disrupt traffic flow on I-5 for commuters so significantly that it could have far reaching consequences.

I-295-002 On a more personal note, I realize that C1 would displace Cedar Creek Condominiums, but I even find that to be a positive. These condominiums were built in 1977/ 1978. This makes them 35 years old. These condominiums were not built well and the upkeep is expensive. The Association has an annual operating budget in excess of \$330,000.00, with the current cost of homeowner dues being in excess of \$350 a month. The expectation is that this dollar amount will only increase over the years, and we are already experiencing a high rate of delinquencies and foreclosures. This can only mean that the upkeep of these condominiums will diminish over time. The value of these condominiums have already decreased significantly over the past years - to less than half of what they were valued at five years ago.

Again, as a homeowner at Cedar Creek Condominiums, I would personally like to recommend the utilization of Route C1. Thank you for taking the time to count my voice!

Mona Gilkerson

--

Mona J Gilkerson
4820 200th St SW, Unit #B-102
Lynnwood, WA 98036
Cell: 206-915-8259
Fax: 425-776-9270

I-295-001

Thank you for your comment stating your preference for Alternative C1 and the reasons why you support this alternative.

I-295-002

Sound Transit notes your comments regarding the Cedar Creek Condominiums.

email: monagilkerson@gmail.com

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: MELITA GRAUS

ADDRESS: 23212 58 AVE. S.

CITY: KENT STATE: WA ZIP CODE: 98032

EMAIL ADDRESS: MELINGR@CENTURYLINK.NET

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

THE LATVIAN CENTER/CHURCH IS A GATHERING PLACE FOR LATVIAN-LITHUANIAN-ESTONIAN DESCENT PEOPLE TO MEET AT AND PARTAKE OF THEIR HERITAGE. FOR ME, I JOINED THE LATVIAN CHURCH AFTER TRYING OUT "AMERICAN" CHURCHES BECAUSE I MISSED WHAT I GREW WITH IN LINCOLN NEBR. I MOVED TO SEATTLE AREA 8 YEARS AGO, I DO COME HERE TO SEE LATVIAN THEATER GROUPS' PLAYS, MUSIC PROGRAMS, DANCE PROGRAMS, LATVIAN INDEPENDENCE DAY COMMEMORATION PROGRAMS, ETC. THE CENTER/CHURCH IS USED FOR MANY CULTURAL PROGRAMS, GET TOGETHERS, ETC. IT IS IMPORTANT NOT ONLY TO ME BUT TO ALL THOSE CULTURAL GROUPS WHO COME HERE USE IT. WE NEED TO KEEP OUR HERITAGES ALIVE AND THIS CENTER IS A WONDERFUL MEANS TO DO SO. EVEN 5 YEAR OLDS ENJOY COMING TO LATVIAN LANGUAGE/HERITAGE CLASSES ON SATURDAYS (MINE WERE ON FRIDAY NIGHTS IN LINCOLN). I HAVE HEARD FROM LITHUANIANS AND ESTONIANS WHO ALL SAY THE SAME THINGS FOR THEIR HERITAGES. PLEASE LET US ALL KEEP THIS CENTER FOR OUR USE IN THE FUTURE. IF IT GOES AWAY, IT WILL PROBABLY BE THE END OF CULTURAL HERITAGES FOR MANY PEOPLE.

Melita Graus



I-296-001

Thank you for describing the cultural importance of the church to you and the Latvian-Lithuanian-Estonian community in the Seattle area. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-296-001

Draft EIS Comment
c/o Laura Swift
401 S. Jackson St,
Seattle, WA 98104

September 17, 2013

Dear Sound Transit Board

My name is Karl "Karlis" Grendze and I am an active member of the Latvian Community in Seattle Washington. I am a council member of the Seattle Latvian Lutheran Church and Vice Chairman/Facilities Director of the West Coast Latvian Education Center in Shelton, WA.

I arrived in Seattle, on September 6th 2004, when I showed up Labor Day that year in truck towing my boat, hope and a few other things. I just came off a 2003 year where my entire life collapsed in front of my face, my father passed away, my wife left me and I lost my job, while I was living in Orlando, FL. After a tough year I decided that restarting in a new community would be the healthiest way for me to recover.

In my past I have able to travel throughout most of the continental United States. When I came to Seattle in 2002 to visit one of my best friends, who had moved here seven years prior, I fell in love with the Pacific Northwest and I promised to myself that if opportunity ever presented itself that I would move to Seattle.

One of the most compelling reasons I came to town was vibrancy and involvement of the local Latvian Community. During my twelve years in Orlando a big part of me was missing as it does not have a Latvian Community. The Latvian Community was the tipping point in my decision to move here and is a key reason I am still here and active.

I-297-001 The Seattle Latvian Church and Community Center is the epicenter of the Baltic Community in the Pacific Northwest and arguably the entire West Coast. Without this facility I would not have had a community to come to and most likely would not be here. Any disruption to this vital cultural hub would be detrimental and would diminish the rich and diverse essence that makes the Puget Sound Area unique and world class.

As a registered voter, community volunteer and contributing member of this community I ask that you consider the cultural significance of our facility when finalizing the plans for the Lynnwood Link Extension. Most Latvian agree and support light rail, our hope is that Sound Transit Board recognizes us and is willing to work with us to mitigate the potential negative impact of this project.

Karl Grendze
1024 Central Ave N, H-5
Kent, WA 98032
kgrendze@gmail.com
206-930-9411

I-297-001

Thank you for describing the importance of the church and hall to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Monica Haynes <monica@apmmanage.com>
Sent: Tuesday, September 17, 2013 4:24 PM
To: Lynnwood Link DEIS
Cc: Dan Dale; Kirsten Bellar; maddiebellar@comcast.net
Subject: FW: Comments

Please see below.

From: Monica Haynes
Sent: Tuesday, September 17, 2013 4:11 PM
To: 'LynnwoodLinkDEIS@soundtransit.org'
Cc: 'Dan Dale'; 'Kirsten Bellar'
Subject: Comments

To Whom it May Concern:

As an 18-year long owner of a single family residence at 18733 12th Ave. N.E., Shoreline, WA 98155, I have great concerns regarding the impact of the future transit station. I have reviewed the alternatives for the parking lot locations and given thought to the increased traffic on various streets.

I-298-001 I STRONGLY support the A1 parking alternative for the following reasons:

1. The location (west side of I-5) would spread the impact between both sides of I-5, with the new station on the east side of I-5.
2. There is a far greater percentage of the Shoreline population on the west side of I-5.
3. The location allows the parking lot to be tucked into the hillside without encroaching on the stadium, causing less of a negative visual impact.
4. The A1 alternative is less costly and less noisy, being at grade level and not elevated.
5. The A-1 alternative does not require people to lose their homes.

I-298-002 5. Perkins Lane and N.E. 188th St. are links between 15th Ave. N.E. and 10th Ave. N.E. These are narrow roads without sidewalks and visibility is poor as one travels up and down the windy roads. As it is, people in and outside the neighborhood drive in the middle of the road and too fast. There are many children and pets in these areas. One elderly lady on N.E. 188th walks to North City to shop and go to church practically every day. These streets CANNOT handle any increased traffic that would certainly occur if the parking lot were in the vicinity.

Thank you for your consideration,

Monica Haynes
18733 12th Ave. N.E.
Shoreline, WA 98155
(206) 300-9802

I-298-001

Thank you for your comment stating your preference for Alternative A1 and the specific advantages you see with placement of the parking garage for the NE 185th Street Station on the west side of I-5.

I-298-002

Thank you for describing your concerns over additional traffic on neighborhood streets. It is anticipated that less than 10% of station related traffic will originate east of 10th Avenue, which lowers the potential that cut-through traffic would be a problem on neighborhood streets. However, section 3.6.5 describes the mitigation measures Sound Transit proposes to minimize potential impacts.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Roger & Eileen HORNER
ADDRESS: 1037 NE 187th St
CITY: Shoreline STATE: WA ZIP CODE: 98155
EMAIL ADDRESS: RHORNER7@Juno.com - (Roger's)
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

We prefer the option of A-1. No houses would be displaced, and the parking area on the West side would serve the stadium as well as Sound Transit.

Option A-1 is the best service that has been presented.



I-299-001

Thank you for your comment stating your preference for Alternative A1 and the advantages to having the parking garage on the west side of I-5.

I-299-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Jahina Jansevics

ADDRESS: 24007-48th Ave W.

CITY: Mountlake Terrace STATE: WA ZIP CODE: 98043

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Dear Sound Transit, As a member of Latvian Community, I am very concerned that we may loose our Center and Church due to Lynnwood Link Extension. Latvian Center has been the spiritual and Cultural home for me and my family for decades. Our three daughters attended Latvian language school there, danced folkdance and made friends for lifetime. Christenings, confirmations, weddings and funerals happen at our church. We, the senior citizens have our monthly recreational meetings at Latvian Hall. This month professional drama group from Latvia is presenting a play and the President of Latvia is due for a visit. We are better American citizens because of what we get by being members of this Community. Are we going to have to loose it? Sincerely, J. Jansevics



I-300-001

Thank you for describing the importance of the church and center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-300-001

From: liga Jefferds <liga@whidbey.net>
Sent: Tuesday, September 17, 2013 7:06 AM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church and Community Center

I-301-001

NO! NO! NO! We do not want this to be the end of the line for the Latvian Community Center.

This Lutheran Church and Community Center is the HEART OF LATVIANS in Seattle and its surrounding areas including Canada. The Lithuanian and Estonian communities also use this complex and have no other place to gather.

My husband and I travel two hours from Whidbey Island to attend many of the events held there and would feel a great loss if it were closed or moved. THE CENTER IS A SPIRITUAL, SOCIAL, and EDUCATIONAL STRONGHOLD.

The Baltic culture is fragile due to the 50 year Soviet occupation that included massacres and displacements of Baltic people. The center has been and continues to be an ESSENTIAL FACTOR IN HEALING THE PEOPLE.

PLEASE, PLEASE DO NOT LET THIS COMMUNITY CENTER BE DISPLACED!

Peter and Liga Jefferds

I-301-001

Thank you for describing the importance of the church and center to the Baltic community in Seattle. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Amy Johnson <amy3treep@comcast.net>
Sent: Tuesday, September 17, 2013 9:45 AM
To: Lynnwood Link DEIS
Subject: Lynnwood park & Rail route

I-302-001

Please save the park. Lynnwood has had deficit in parks as old city councils chose not to fund/create them. I still remember sitting in a meeting where Lynnwood City Council Chose to take out a park & put in a housing development even though we, the people, had been promised that would stay a park.

Amy Johnson
17210 43rd Place West
Lynnwood, WA 98037

Sent from my iPad

I-302-001

Thank you for sharing your concerns over impacts to Scriber Creek Park and for describing the value of the park to the community. The Preferred Alternative crosses south of the park, and avoids the park impacts the Draft EIS identified for Alternative C1.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: STEVEN JOHNSON

ADDRESS: 1103 NE 187th St

CITY: SHORELINE STATE: WA ZIP CODE: 98155

EMAIL ADDRESS: SJOHNSON1

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-303-001

I VOTE FOR OPTION A, LEAVING
BUSES TO HAIRDROP AREA, ADA PARKING
FOR EAST SIDE. SO WEST SIDE PARKING
AND FOR ALL VEHICLES WEST OF I-5.
EASTSIDE BUSES UNLOAD & ADA PARKING.



I-303-001

Your preference for Option 1 for the NE 185th Street Station is noted.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SYLVIA KAPA-MAUERMAN
ADDRESS: 6518 115TH PL. SE
CITY: BELLEVUE STATE: WA ZIP CODE: 98006
EMAIL ADDRESS: Sylvia.mauerman@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I have lived in this area since 1957 but was born in Riga, Latvia in 1943. Briefly lived in Ontario, Canada from 1948-APR. 1957. My parents (both Latvian) never let me forget my heritage. I speak Latvian and my daughters have kept up with the Latvian culture. They were both born here in Bellevue, WA, but have had the opportunity to go to Latvia along with their children. How can you possibly even think of taking away the Latvian Communities place of worship & cultural experiences. I want my children and grandchildren to NEVER give up their history. You really need to pursue other options. We may be a small group, but be assured that we are extremely united.



I-304-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-304-001

From: Zinta Kulits <kzinta@comcast.net>
Sent: Tuesday, September 17, 2013 6:48 PM
To: Lynnwood Link DEIS
Subject: Save the Latvian Church and Center in Seattle

To Whom it may concern:

I-305-001

My name is Zinta Kulits, nee Mekss, a refugee from Latvia during World War II. At that time I was less than 7 years old. My parents, father, a Lutheran minister and mother professional musician, did all they could to instill in us the love for our native language. We were sent to a Latvian grade school in a DP camp in Germany, our home language was Latvian, we also learned German and later learned English. There was and is respect for the language of our host countries. The same love for our language is instilled at the Latvian Center in Seattle, we attend church services there, sing our folk songs, young people practice folk dances. Children attend Saturday school where the third generation of Latvians in America are learning the language of their grandparents. I can not express the dread I feel if we should lose this precious place. Latvians are not the only ones who use the Latvian Center in Seattle, other Baltic people use it as a gathering place. PLEASE do not make us close the doors to so many people. There must be another way, another route for the transit train without destroying this treasure. Sincerely, Zinta Kulits

I-305-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: DAINA KUSINS

ADDRESS: 30725 NE 178th Pl. P.O. Box 1676

CITY: DUVALL STATE: WA ZIP CODE: 98019

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-306-001

I WOULD LIKE TO EXPRESS MY DISMAY AT THE POSSIBLE ELIMINATION OR AT THE VERY LEAST DRASTIC INTERRUPTION OF ACTIVITIES AT OUR BELOVED LATVIAN CENTER. I AM ACTIVE IN THE LATVIAN LUTHERAN CONGREGATION, BELONG TO THE LADIES COMMITTEE, AND REGULARLY ATTEND CHURCH SERVICES. I ALSO PARTICIPATE IN THE SEWING GROUP, LEARNING AND TEACHING THE MAKING OF LATVIAN FOLK COSTUMES AND MANY OTHER ETHNIC ITEMS. EVEN MORE IMPORTANT, I ALSO SERVE ON THE BOARD OF DIRECTORS OF THE LATVIAN ASSOCIATION OF THE STATE OF WASHINGTON. WE ARE ACTIVE IN BRINGING MUSICIANS, THEATER GROUPS, LECTURERS, AND EVEN THE PRESIDENT OF LATVIA HIMSELF TO OUR CENTER. THE CENTER HOSTS MANY AND VARIOUS FUNCTIONS; EVEN AN INTERRUPTION FOR CONSTRUCTION WOULD SEVERELY IMPACT OUR ACTIVITIES. THE NOISE AND VIBRATION OF TRAINS GOING BY WOULD HAVE A CONSIDERABLE NEGATIVE EFFECT ON THESE ACTIVITIES.

I GREW UP IN THE LATVIAN COMMUNITY IN CLEVELAND, OHIO WHERE I WAS BORN. LATER THERE WAS SCHOOL, MARRIAGE, THE DEATHS OF MY PARENTS AND PHYSICAL INACCESSIBILITY TO A LATVIAN COMMUNITY. WHEN I MOVED HERE IN 1993 AND FOUND THE LATVIAN CENTER IN SEATTLE, IT WAS LIKE COMING HOME AGAIN.

PLEASE REVIEW YOUR PLANS AND SAVE OUR CENTER AND OUR ACTIVITIES. THE FUTURE OF THE LATVIAN CULTURE IN SEATTLE, OUR CHILDREN'S INVOLVEMENT IN THEIR HERITAGE, AND THE ACTIVITIES OF UNTOLD NUMBERS OF PEOPLE OF BALTIC HERITAGE DEPEND ON IT.

Thank you, Daina Kusins

SOUND TRANSIT
RIDE THE WAVE

I-306-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Krista Leesment <kleesment@hotmail.com>
Sent: Thursday, September 19, 2013 9:44 PM
To: Lynnwood Link DEIS
Subject: Latvian Church and Community Center

Dear Sound Transit,

I-307-001 I am writing as a member of the Estonian community and in general the Seattle Baltic community to request that the Latvian Church and Community Center remain open during the planned Lynnwood Link Extension DEIS construction and to remain in its present location longer term. The community center serves as a focal point for key community gatherings, fund raisers and church services, so special to have a place for people from Estonia (Latvia and Lithuania) and with Estonian heritage to meet at when we are so far away from our tiny country overseas. The funds of our community are limited, thus trying to fund the relocation of a community gathering place would simply not be possible. We fear it would be a catalyst to our continued ability to gather and celebrate our cultures and religious services. We request that the construction planning take into consideration the long-term sustainability and maintenance of the property and the building.

Thank you – Krista Leesment

I-307-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Although construction activities will be adjacent to the church, Sound Transit will work closely with the church to maintain access, minimize parking loss, and reduce other potential construction disruptions to ongoing church and center activities. The primary construction in the area would be ongoing for about 1-2 years in the area, but major construction activities would be shorter duration. For temporary impacts such as truck traffic, detours, noise, dust, light and glare, Sound Transit proposes best management practices to avoid and minimize impacts in Sections 3.6, 4.5.7, 4.6.7, and 4.7.7. The construction area would also be fenced to protect public safety.

From: Danielle Loeding <loedings@gmail.com>
Sent: Wednesday, September 18, 2013 4:10 PM
To: Lynnwood Link DEIS
Subject: Comment on the Draft Environmental Impact Statement Segment A

As a resident of North Seattle, I wish to comment on the Segment A alternatives.

- I-308-001** | One of the perks of living in the Northwest is the overall beauty of our environment almost anywhere you travel in our region. This includes our section of the I-5 corridor winding past the 145th St. crossing, which captures a majestic view of Mt. Rainier while traveling southbound from 175th. As one example, I believe that any extended elevated system would be an unnecessary eyesore to the region. Besides the visual distraction as a driver, an elevated system needlessly adds clutter to the scenery we so enjoy on a daily basis.
- I-308-002** | Regarding station locations, the already heavily used overpasses of 130th and 145th would be better suited. It appears unnecessary to push traffic into a residential area for a 155th station when the others are clear choices with a predefined neighborhood identity for heavy traffic.
- I-308-003** | Further it seems more cost effective to limit the amount of elevated train as well as the construction of stops/stations. Since 130th and 145th will likely need to have changes made anyway, it makes sense to use those locations as stations instead of 155th.
- I-308-004** | Given these considerations, I urge you to choose A10 as your alternative. Maximizing the use of at-grade tracks and construction at 130th & 145th streets for new stations.

Thank you,
Danielle Loeding
13726 23rd Pl. NE
Seattle, WA 98125

I-308-001

Your comment about the potential visual quality impacts of the project is noted. The visual quality analysis is found in Section 4.5 of the Final EIS.

The Final EIS analysis concluded that an elevated guideway, NE 145th Street Station, and parking garage would not block views of Mount Rainier from I-5 southbound; see Table 4.5-1, Viewpoint 3.

I-308-002

Your preference for a light rail transit station at either NE 130th Street or NE 145th Street, and not one at NE 155th Street is noted. Construction and operation of the light rail transit stations would alter vehicular travel patterns on surrounding local arterial streets in all station areas. Chapter 3 of the Final EIS discuss impacts on the transportation network, and Section 3.6 lists potential mitigation measures to mitigate impacts that result from a new transit station.

I-308-003

Sound Transit selected Alternative A1, with some modifications, as part of the Preferred Alternative, which includes a station at NE 145th Street.

I-308-004

Thank you for your comment stating your preference for Alternative A10.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Aina Katrina Lorberns

ADDRESS: 11535 Corliss Ave N

CITY: Seattle STATE: WA ZIP CODE: 98132

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

The Seattle Latvian Center & Church is the epicenter of Latvian society on the West Coast. A multitude of organizations, celebrations and community organized events. At this point in time, the Latvians are in a loose-loose situation. This center was customized for the needs of our community and built & funded by its members. Unfortunately, they did such a good job at building it that it is irreplaceable. Impact will not be only environmental, but it will deal a blow to our Baltic community. Please be considerate before acting.



I-309-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-309-001

19 Sep 2013

Sound Transit

I-310-001

This commentary is in response to the Draft EIS for the Lynnwood Link Extension. The development of this extension as currently planned may cause loss of access or a complete loss of the Latvian Lutheran Church located at 11710 – 3rd Avenue NE on Seattle. Simply put, loss of access or otherwise negative impacts on the church will do great harm to the Baltic community across the Pacific Northwest.

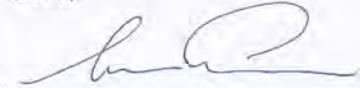
I was married in the church in 1991, and moved around continuously for the next 10 years due to my military career. I returned to the Pacific Northwest in 2000. While deployed overseas in support of combat operations in 2001–2002, I often thought of the rich social, cultural and spiritual life of the Seattle Baltic Community, and how it helped me stay positive and kept my faith strong.

Since my return, I have continued to be active in the Baltic community, attending church and being part of the rich multi-cultural group that uses the facility for spiritual and social events and the arts. I come from Northern Kitsap county to attend events at the Latvian center, as do many others. Individuals and families come from as far away as Vancouver British Columbia and Portland, Oregon to do the same. It is absolutely worth it to us to be part of this community. My children attended (and completed) Latvian Language School as part of their upbringing, and it has added tremendously to their bilingual skills and understanding of the world. They know attend events there on their own and consider their heritage and membership in the community a source of pride. I hope that they will have a place to offer their children the same opportunities. I'm sure many parents of Lithuanian and Estonian heritage wish the same for their children as well.

Importantly, this is not the first time this community has been asked to leave their premises, having been forced out before to make room for development in Wallingford in 1969. It took years to rebuild the facility, and generations to rebuild the connections across several communities. ANY loss of access, excessive noise or otherwise negative impacts due to construction or sound transit operations would have a very negative effect on this complex and rich fabric of people's lives. We can't rebuild this all again.

In closing, I am NOT against sound transit and light rail. However, a sustainable and acceptable development solution must be identified, and it must accommodate the Latvian Center and the Baltic Community.

Sincerely,



Arnie Lusis CDR USN (ret)

24665 Hillbend Lane NE Kingston, WA 98346 mob :360.621.0326 alusmuca@centurytel.net

I-310-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: Saul Matas <Saul.Matas@openet.us>
Sent: Tuesday, September 17, 2013 12:06 PM
To: Lynnwood Link DEIS
Subject: Concern over impact on Latvian Center

I-311-001

I support the Sound Transit Light Rail Line project. However, I have serious concerns as to the impact this project may have on the Latvian Center in Northgate. The cultural and social significance of this hall to the Baltic-American people in the Northwest is clear. However, I wish to point out the historical significance the center had in the struggle for Baltic independence during 1990-91. I was Treasurer of the Seattle Chapter of the Lithuanian-American Community at that time, and the Latvian Center served as our command center for communications and political action in support of Lithuania's declaration of independence from the Soviet Union. The Soviets did their utmost to shut off communication, but a grass-roots network sprang up world-wide, and the Latvian Center served as Lithuania's bull horn in this part of the US.

The incredible events that took place in 1991 directly impacted many Northwest residents, including the families of some twenty exchange students who were studying in Lithuania's Capitol when the "Singing Revolution" was fought – and won. For these families, the Latvian Center was much more than a meeting hall. It was their candle in the darkness where they could find out about the unfolding events and, most importantly, the status of their children.

For those who may not be aware, here is a short synopsis of these events (from Wikipedia):

On March 15, the Soviet Union demanded revocation of the independence and began employing political and economic sanctions against Lithuania. Soviet military was used to seize a few public buildings, but violence was largely contained until January 1991. During the January Events, the Soviet authorities attempted to overthrow the elected government by sponsoring the so-called National Salvation Committee. The Soviets forcibly took over the Vilnius TV Tower, killing 14 unarmed civilians and injuring 700. During this assault the only means of contact to the outside world available was an amateur radio station set up in the Lithuanian Parliament building by Tadas Vyšniauskas whose call sign was LY2BAW. Their initial cries for help were received by an American amateur radio operator with the call sign N9RD in Indiana, USA. N9RD and later other radio operators from around the world were able to relay situational updates to relevant authorities until official State Department personnel were able to go on-air. Moscow failed to act further to crush the Lithuanian independence movement and the Lithuanian government continued to work.

During the national referendum on February 9, 1991, more than 90% of those who took part in the voting (76% of all eligible voters) voted in favor of an independent, democratic Lithuania. During the August Coup in Moscow, Soviet military troops took over several communications and other government facilities in Vilnius and other cities, but returned to their barracks when the coup failed. The Lithuanian government banned the Communist Party and ordered confiscation of its property. Following the failed coup, Lithuania received widespread international recognition and was **Admitted to the United Nations on September 17, 1991!!**

Those of us who lived through these times, who did what we could to get the word out to the world, will always remember the many meetings and press conferences we held at the Latvian Center, and all the Senators, Congressmen, the President of Lithuania, and numerous other dignitaries who spoke there. We had a place, our place, a safe place made possible by a country that embraced us as refugees and which never recognized the illegal occupation of the Baltics. I ask – I beg of you – to allow our place to remain.

I-311-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Saul Matas

+1-206-618-7591 (M)

saul.matas@openet.us

skype: Saulius matas

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient, please note that any review, dissemination, disclosure, alteration, printing, circulation, retention or transmission of this e-mail and/or any file or attachment transmitted with it, is prohibited and may be unlawful. If you have received this e-mail or any file or attachment transmitted with it in error please notify postmaster@openet.com. Although Openet has taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or attachments.

From: dmiksys@comcast.net
Sent: Wednesday, September 18, 2013 1:47 PM
To: Lynnwood Link DEIS
Cc: dmiksys@comcast.net
Subject: Light rail and the Latvian Center

I-312-001

I'm an active member of the Lithuanian community. Our organization, the Lithuanian-American Community, uses the Latvian Center many times during the year. Members and visitors come from the Seattle area, from other regions of America and even from Lithuania. The possible loss of the Center due to the coming rail line would make a huge cultural impact beyond words.

The Center is the focal point of the activities of Latvians, Lithuanians and Estonians. It hums with weddings, baptisms, memorial services, concerts, fundraisers, dance groups, choirs, rummage sales, bazaars, Saturday school, parties and a host of other events. It functions to keep our cultures alive and vibrant.

We all consider it "home." Closing "our home" for construction and perhaps rendering it unusable after construction is complete would break our hearts.

I trust you will find ways to mitigate the impact of the rail line and keep the Center open during construction. Most importantly, leave us with a Center that has approximately the same amount of parking, a caretaker's house, and new access if necessary.

Respectfully,
Donna Miksys

I-312-001

Thank you for describing the importance of the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, during construction and operation of the project.

Parking supply would be maintained. The caretaker's residence would need to be relocated, but Sound Transit will provide for the relocation.

I-313-001

From: Lelde Muehlenbachs <lelde@shaw.ca>
Sent: Thursday, September 19, 2013 10:07 PM
To: Lynnwood Link DEIS
Subject: Latvian. Center- Seattle

I am shocked at the possible loss of the Seattle Latvian Center. It is a gorgeous establishment built by immigrants and children of immigrants who have suffered deeply if not physically then emotionally from the upheavals of Soviet oppression. A center like this has been a boon to cultural cohesion and solidarity.

The Center has bolstered religious, cultural needs as well as research in science and the humanities in conjunction with UW gem of a dept. in Baltic studies.

As a frequent visitors from Edmonton, Alberta, Canada, I truly hope this meaningful piece of real estate survives urban development.

Thank you, Lelde and Karlis Muehlenbachs
11523 - 73 Ave., Edmonton, Alberta T6G 0E2 -Lelde

I-313-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Ieva Ohaks <ieva.ohaks@gmail.com>
Sent: Tuesday, September 17, 2013 12:18 AM
To: Lynnwood Link DEIS
Subject: The Latvian Center

September, 2013

I-314-001

I'm writing with reference to the Latvian Cultural Center at NE 117th Street and 3rd Ave NE in the Northgate area.

My name is Ieva Ohaks. I am a second-generation Latvian-American who also has Estonian heritage. Although I was not raised within the Latvian community, I have become interested and involved over the last seven years or so.

In that short period, this is how the Latvian Center has been a part of my own cultural life:

Folk Dance:

I dance with the Latvian Folk Dance troupe *Trejdeksnītis*. This past summer, *Trejdeksnītis* traveled to Latvia to participate in the Latvian National Song and Dance festival. It was an honor to represent Latvian-Americans in this powerful expression of cultural identity. Of course, we perform at events within our own Latvian community as well, and our troupe enriches the cultural life of the greater Seattle area by performing at venues such as the Nordic Heritage Museum, the Seattle Public Library, and Folklife Festival.

We rehearse every week in the Hall/Ballroom at the Latvian center. This is an exceptional space for dance: spacious and with a wonderful floor. On the handful of yearly occasions when the hall is not available, and we have to scrounge other locations, it is always a challenge to work with smaller spaces and problematic floors. I am always grateful to return to our own space.

Ethnic Costume Study:

In addition to dancing, I am a student of folk costume. Several members of the community get together at the Latvian Center to practice traditional and more contemporary embroidery techniques, and I have been privileged to draw on them as a resource in constructing my own folk costumes.

Collaboration with the University of Washington:

The Latvian Center is also integrally connected to the The University of Washington's Baltic Studies program. Students come from all over to study the history, culture, and unique politics of the Baltic nations. The University's graduate library hosts a unique collection of Baltic literature.

I-314-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-314-001

This program is closely linked with the Latvian community, which, along with the other Baltic-American communities (Lithuanian and Estonian) have advocated, raised funds, and provided community support. Visiting scholars and professors frequently present the fruits of their labors at the Latvian Center. The Latvian Center hosts an annual fund raising event, created by the combined Baltic communities, to benefit the Baltic Studies program. The participation and support of our ethnic communities draws scholars to the program and connects the program to the broader culture of the region.

Not only does the Baltic Studies program draw typically college-age students to the Seattle Area, but also older adult community members attend classes as continuing education students. I myself attended Latvian language classes at the University, and I hope to study Estonian as well in the near future.

Pan-Baltic Communities:

The Latvian Center is the only dedicated cultural center in Washington State for any of the three Baltic communities. I have been a singer in the Estonian Choral group, performing for Estonian events such as the celebration of Estonia's independence every February. All three communities have been joining forces for commemorations and celebrations with increasing frequency in the past few years—for example an annual commemoration of mass deportations from all three nations during the most oppressive times of Soviet occupation.

What happens next?

I see that I have painted a picture of a vibrant, active ethnic community. But this is not the whole picture. We are also a community in a fragile point of transition. Our First generation and the older members of our Second generation are aging and are perhaps ready to pass the baton of community duties to the next generations. The young adult generation are just beginning to take on some of the projects that keep the center and the community going. The youngest children are just beginning Latvian School, where they will learn Latvian language and culture and form friendships that will sustain the community into their adulthood.

Also, the growing spirit of collaboration among Baltic-American communities is bringing an essential boost in energy and ideas.

However, if the use of the Latvian Center were disrupted, these positive shifts could easily lose momentum. All of us, with so many other demands on our time, may form other habits, take up other

I-314-001

hobbies, and all the dynamic potential of these developments could simply dissipate. Once cultural heritage fades, it is very difficult to revive.

In summation:

The Latvian Center is a precious resource in the cultural life of our region. Its facilities and its accessibility to the interconnected communities it serves are a vital part of our cultural life. We add regional and international prestige to the City of Seattle, to King County and to the State of Washington. So far, I have been pleased that Sound Transit has taken our concerns seriously and expressed respect and support. Please continue that trend, turn the words into action, and help us keep our center functioning during and beyond the disruptions which the Light Rail project will impose.

Sincerely,

Ieva Ohaks

17810 3rd Ave NE

Shoreline, WA, 98155

206-362-9252

ieva.ohaks@gmail.com

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Aleksa Overby
ADDRESS: 123 195th Pl SW
CITY: Bothell STATE: WA ZIP CODE: 98012
EMAIL ADDRESS: aleksa@comcast.net
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

How I have used the Latvian Center over my lifetime:

- *Baptism, Confirmation, Marriage in this church
- *Not only did my parents meet through the dance group, but all 4 children in my family have danced with and traveled internationally with this group. To this day, the Latvian dance group remains the main draw for Latvian youth and remains the glue that keeps us all involved and a living community.
- *How can the language survive if the children don't come to Latvian school? We have never asked to have special allowance or to have a "press 3 for Latvian" accomodation. We are all not only LV community members, but also many are successful members who have given a great deal to our American Society.
- *I have lived parallel lives and this center is my home. I cannot imagine my son not having the same home for his lifetime.



I-315-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-315-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Nathan Overby

ADDRESS: 123 195th Pl SW

CITY: Bothell STATE: WA ZIP CODE: 98012

EMAIL ADDRESS: supernate5000@hotmail.com

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Growing up with no feeling of belonging, community, or culture, then having married a Latvian American I feel fortunate to have become involved in this one-of-a-kind of community. There is no other place like it in all of the Northwest and to displace this huge, vital hub of not only Latvian Americans, but Estonian Americans, and Lithuanian Americans would endanger our culture which we have not assurance would survive. We need our home, we have worked for it, maintained it, and deserve to pass it onto our children.



I-316-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and your family.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-316-001

Dear Sound Transit Board members,

Hello. I am very excited for the light rail system and the ability to walk to a light rail station from my house. I do have legitimate concerns over the Shoreline City Council's recommendation for the light rail station and parking structure to be placed at 145th St. (SR-523) and I-5. The Shoreline City Council is not discussing the reality of the conditions of traffic on 145th Street, or the 130th/155th St. options with WSDOT, Sound Transit, or the community.

I-317-001

The intersection where it would be placed (145th St. NE and I-5) is already a highly congested area. According to WSDOT, the intersection and the stretch of NE 145th St. surrounding it is already, in their words, over-capacity. Adding another destination focal point can only cause more congestion.

There are a couple of contributing factors to this, including, but not limited to: * It is the only complete set of I-5 on and off-ramps between Northgate and 175th St. NE. * There is minimal queuing area for the cars to enter the I-5 on-ramps. Which creates backups on 145th St. east and west of the intersection and in-between on the overpass bridge. This, in turn, creates backups on the I-5 off-ramps. * It is a main arterial to I-5, that receives the bulk auto traffic not only from Shoreline neighborhoods, but also from Haller Lake, Greenwood, Aurora, Lake City, Bothell, Woodinville, Pinehurst, Lake Forest Park, Kenmore, and east-side traffic. * According to WSDOT, traffic increased 11-15% on NE 145th St./SR-523 after the 520 bridge was tolled and people started using it as the connector around the north-side of the lake to I-5.

Currently, 145th St. east and west of the I-5 intersection during morning and evening rush-hour has two-lane 1/4 to 1/2 mile backups of cars waiting to go northbound and southbound onto I-5. One of the major problems is there is no good way to mitigate the issues of a light rail station on 145th. Some of the ideas floated are: * Add complete sets of off and on-ramps at 130th and 155th St. to reduce the influx of vehicles that use 145th. St. solely for the purpose of I-5 access. (which WSDOT says it will not do) * Acquire hundreds of folks properties to widen the 145th arterial, in some instances this would place a state highway within feet of Seattle and Shoreline folks' front doors, or directly in the path of current homes. There is also current infrastructure and or protected spaces in the immediate vicinity, such as a pumping station, Thornton Creek, and the Jackson Park Golf Course. * Add direct on and off-ramps to the station and parking structures from I-5.

When I asked the Shoreline City Council how they plan to address this, or if they have worked with WSDOT to address these concerns, I receive blank stares and replies along the lines of "WSDOT will mitigate any issues". When I asked WSDOT if they had an official position, they said they had not released one but would be more than happy to talk to Sound Transit about the facts. I encourage you to speak to the WSDOT planners and employees who control this area.

I-317-002

I have been to multiple Ridgecrest community meetings, and to the majority of the folks in the effected neighborhoods it makes much more sense to have the proposed two stations at 130th St. and 155th St. Some contributing factors supporting this are: * The already over-capacity and congested NE 145th St. arterial. * 130th is an arterial from Greenwood/99 to Lake City, but currently does not have the congested traffic that 145th St. does. * 155th is an arterial from Greenwood (via turning into Westminster Way, which turns into Greenwood), Aurora/99, to 15th Ave. NE * The more stations a mass-transit system has, the more people will have access to it, and more people will use it. The two stations, 130th and 155th St. would server a greater amount of citizens and provide access to more light-rail riders. * Two stations will split the traffic, and if applicable, the parking between two stations. * It will allow people to access the stations from 130th (125th&Roosevelt&130th), 145th, and 155th (All of which are East/West arterials). * 155th St. and 130th St. both have designated bike lines. 145th Street does not have a bike line, and is not safe for bicycle traffic. * 155th St. and 130th St. both have newer accessible sidewalks. The 145th St. and I-5 intersection is not very walkable, nor accessible. The sidewalks, where they exist, are not accessible. * It creates easy light-rail access not only for the Ridgecrest and Parkwood neighborhoods, but also for Lake City, Pinehurst, Bitter Lake, Haller

file:///C:/Users/swiftl/AppData/Local/Microsoft/Windows/Temporary%20Internet%20Files/Conte... 9/23/2013

I-317-001

Your concerns about traffic congestion at NE 145th Street and I-5 are noted. In the Final EIS, Sound Transit proposes mitigation to address impacts from the light rail project along NE 145th Street, see Table 3-27 in Chapter 3, Transportation.

I-317-002

Your preference for stations at NE 130th and NE 155th Streets is noted.

The Preferred Alternative evaluated in the Final EIS includes stations at NE 145th and NE 185th Streets. Ridership analysis shows that there would not be large differences in ridership among the alternatives, despite the different station locations; see Section 3.2.2 in the Final EIS for this discussion.

Chapter 3 has further detail for bike/pedestrian ridership and traffic in general. Chapter 2 describes the sidewalk, bike, and other access improvements associated with the Preferred Alternative.

I-317-002

Lake, Olympic Hills, and Broadview. * This will free up the East/West arterials for the crosstown bus routes to feed the stations. * Less, if any at all property and homes would need to be acquired. The property around the proposed 130th St. and 155th St. stations are owned by the municipalities.

If you can, please visit and observe the congested NE 145th St. and I-5 intersection during morning or even rush hour. You will see how wanting to place a light rail station at 145th St. is very troubling.

Thank you for your time.

Ryan Basile
Shoreline, WA 98155

file:///C:/Users/swiftl/AppData/Local/Microsoft/Windows/Temporary%20Internet%20Files/Conte... 9/23/2013

From: Angela Petersons <ange.petersons@gmail.com>
Sent: Thursday, September 19, 2013 3:49 PM
To: Lynnwood Link DEIS
Subject: Draft DEIS Comments

To Whom it May Concern:

I-318-001 I am writing today to express my thoughts, comments and concerns over the planned light rail extension to Lynnwood. Specifically in regards to how the project is going to impact the Latvian Lutheran Evangelical Church and Community Center located at 11710 3rd Avenue NE, Seattle 98125.

The proposed plans for the rail extension to Lynnwood call to highly impact the Latvian Community Center - and in one plan, to completely get rid of the center.

I am not of Latvian descent, but my husband is Latvian and I married in to this wonderful community. My husband is the second generation of his family to be born in the United States. His grandparents fled Latvia during World War Two when the Soviet Russia invaded Latvia. His grandparents, after years of moving from place to place in search of a new home, ended up Seattle. They found a new home in Seattle and were also able to find a community of Latvians that ended up there as well. In this new home, they created a community that was strong and proud of their displaced heritage.

They created a community center that was taken away by eminent domain in Wallingford and ended up in their current location. They built this Center from the ground up and it is a hub of Latvian and Baltic activity that thrives on their Latvian culture and community.

The Draft DEIS mentions that this facility is merely a church, but I want to raise attention that it is so much more than that. Over the years that I have known and been married to my Latvian husband, I have been to numerous events at the Center - not only Church events - and am aware of the many activities that this facility serves. As you are now aware from the outcry of the Latvian community, the Center serves as a Latvian Language school, as the facility that holds practices and performance space for the Latvian Folkdance Group and Latvian choirs, a hall for Latvian events and parties, a polling place for Latvian (and Baltic) elections, a Church serving all Baltic communities, as well as a center for the cultural preservation of this strong community.

I am Hawaiian. And one of the things that drew my husband and I together from the start was a love and respect for our cultures. We are both strongly involved in our communities and have gained a strong respect for each other's cultures. I am due to have a girl in October and would love more than anything for her to learn both of her parent's cultures. This Center is vital in allowing that to happen. Just as my husband did, I would expect my daughter and other future children to attend the Latvian School to learn about her ancestors and gain a deeper understanding of her culture.

I-318-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-318-001

Being a City of Seattle employee in the Cultural Programs office at Seattle Center, I understand how important it is to this great City of Seattle to preserve and promote all of the cultures and heritage that this City represents. We are lucky as residents of Seattle that our Mayor strongly promotes cultural preservation and cultural pride. Taking this facility away would not prove that this is true for the Latvian Community and it would be a sore disappointment to this City.

This Latvian Center is an important part of the Latvian Community and to the City of Seattle as a whole. There is no value that you can put on the Center except to say that it is a priceless piece of Latvian and Seattle history.

Please reconsider your plans and I am hoping that any impact made to the Center will have little effect on this community and all of the activities that take place there. This Center is the heart of this community - let's not take away their hearts.

Thank you for your consideration.

Sincerely,
Angela Petersons

From: linda beinikis <lbeinikis@gmail.com>
Sent: Friday, September 20, 2013 1:07 PM
To: Lynnwood Link DEIS
Subject: Draft EIS comments

September 20, 2013

Sound Transit
Draft EIS comments

Fifteen years ago my husband and I moved to Seattle and became active members of the Latvian community. The Latvian Center at 11710 3rd Ave NE, Seattle, WA 98125 is known across the country and the world as a gathering point for Latvians in the greater Seattle area. We knew that we would be welcomed into the community as soon as we stepped foot through those doors.

In those early days, we joined the Seattle Latvian Church, but we quickly began supporting many more activities in the Center. The Latvian School, housed in the Center, taught my daughters about their Latvian heritage and, by extension, the heritage of their Baltic neighbors. My oldest graduated from the school earlier this year, while the younger one joyfully spends Saturdays at the Center with her peers. Trejdeksnitis folk dance performances are particular draws and our daughters are waiting for the days they are old enough to dance with the group. The candlelight service and following Christmas pageant every December is one of the biggest draws for the cross-generational community. Children perform songs during the church service and again in the pageant. The wonder and joy in the eyes of the children when Santa comes ho-ho-ho-ing into the main hall is something that lights up everyone's spirit.

I-319-001 The proposed extension and alignment onto the Center property of the Sound Transit Link Light Rail and the physical disruption to the property will cause irreparable damage to the communities and organizations using the property and unfortunately, will discourage new members from joining the communities due to the uncertain future that this situation presents. The Baltic communities that call this property home are fragile communities that can not afford this sort of disruption.

Link Light Rail is a project that should support the communities of Seattle, not threaten their existence.

Sincerely,
Linda Beinikis

I-319-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: olga G <atvasara@gmail.com>
Sent: Friday, September 20, 2013 2:42 PM
To: Lynnwood Link DEIS
Subject: Light Rail

Draft EIS Comments
Lauren Swift

I-320-001 We are members of the Latvian community recently relocated to Seattle and are extremely concerned that the Lynnwood Link Extension will destroy the long established Latvian Cultural Center and Church in Seattle. While living elsewhere, over a time period of at least 40 years, we often drove to the Latvian Cultural Center to enjoy and take part in the various activities it had to offer. The location near I-5 is ideal for anybody driving from a different city, therefore, in our opinion, relocation is out of the question.

Please consider the interests of a large Latvian community and save the existing Latvian Cultural Center and Church by:

1. Ensuring uninterrupted access
2. Building the Light Rail on ground level with a wall separating the Latvian Cultural Center from the Light Rail trains (or better still - put it underground)
3. Making permanent access and parking possible (maybe at the end of 20th St. - would mean purchasing the last house on the street for a driveway)
4. Rebuilding the Latvian Cultural Center's caretaker's house

Yours truly,
Juris Beitlers & Olga Grikis

I-320-001

The Preferred Alternative evaluated in the Final EIS includes several of your design suggestions, except for the underground option. Such an option would not avoid the displacement, and would not connect effectively to the guideway sections to the south where an elevated alignment is the least impacting choice. The Preferred Alternative redesigns the church access street to the south, replaces a city street, which allows for replacement of lost parking, and includes land that could accommodate a relocated caretaker residence. Chapter 2 of the Final EIS describes the Preferred Alternative.

Draft EIS Comment Form Page 1 of 2

Submit your comments by September 23, 2013

NAME: Velta and Andris Benson
ADDRESS: 3246-72nd Place S.E.
CITY: Mercer Island STATE: WA ZIP CODE: 98040-3338
EMAIL ADDRESS: veltab@comcast.net
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-321-001

The Seattle Latvian Community Center and Church have been a source of cultural promotion of the Baltic countries and Latvia and its traditions and community specifically over the last sixty and more years since the arrival of their displaced persons in the fifties. Sharing with the greater Seattle community, the West Coast and USA in general as well as visitations from other countries, based out of this facility, we have participated and shared our culture at the Goodwill Games, with Latvian West Coast Song Festivals which took place at the Seattle Opera House, The Sheraton and other local hotels for thousands of attendees; participation in Folklife for over 20 years now with the folk dance Group Trejdeksnitis, and young women's singing ensemble Sigulda, as well as Bumpershoot with Latvian artists participating, not to mention parades and supporting the University of Washington's Scandinavian Department, Baltic Studies Program with annual traditional "kekatas" evenings and other fund raising efforts in form of auction and donations, dance song and other contributions; and many art and cultural exhibits at the Nordic Heritage Museum, and Tacoma's art exhibitions of local culture with sewing, weaving crafts and art presentations. Governor Gary Lock acknowledged these contributions to an exceptional person of the local Latvian community, Mrs. Skaidrite Abolins with special award for her contributions to our state; several other local Latvians were invited and participated with Latvian weaving and other traditional demonstrations in Washington DC during the 200 year bicentennial activities there.

For several years now, the Latvian dance group Trejdeksnitis also participates in the annual culture awareness events at the Seattle Art Museum, as did our younger generation in years past at the Seattle Museum of History and Industry during their annual Christmas holiday cultural exhibitions; and local young athletics oriented latvians participated in Olympic trials in Shoreline. Having settled near the previous Latvian Community Center which at that time was near Lincoln High School, the Latvian students at Lincoln shared their culture through the then active International Club.



I-321-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community.

Draft EIS Comment Form Page 2 of 2

Submit your comments by September 23, 2013

NAME: Velta and Andris Benson
 ADDRESS: 3246-72nd Place S.E.
 CITY: Mercer Island STATE: WA ZIP CODE: 98040-3338
 EMAIL ADDRESS: velta.b@comcast.net
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-321-001

Currently the Seattle Latvian Community Center and Church is the center for visits from Latvian presidents. The current President Andris Berzins is visiting September 22, 2013 and past President Valdis Zatlers who also was guest speaker at the Seattle World Affairs Council. Art exhibits at the Latvian Community Center have been open to the public, as well as visitations from Latvia by actors, musical artists with voice and instruments and other exchange programs between the USA and Latvia. The national American Latvian Association meetings have been held in Seattle representing issues pertaining to Latvians in Latvia as well as outside Latvia, giving both opportunities to learn about their respective cultures and share the best of each, providing the displaced persons outside of Latvia and as well as Lithuania and Estonia and their families a closeness to their heritage and roots so they can be more fulfilled citizens of this country.

I-321-002

The community of Seattle will lose a lot of these contributions for the mere reason that such exciting activities need a central known source and place to practice, gather for inspiration, and learning and coordination of same. Currently, the Latvian Holiday Bazaar each November as well as the Rummage Sale in the spring have been an expected and well anticipated and received activity for the local Seattle community in general. A very sad result of displacement of this community will be the loss of its offerings to the elder population and the families who have bought homes and made their lives to enable their connection and participation to this part of their heritage. The most loyal and now oldest member lives in her home two blocks away from the center which she and her husband purchased when the Center was built in 1972. She would rarely be able to partake of this cherished part of her life to which she has given so much if the current facility would have to be removed or displaced.

Thank you for providing us the opportunities to state our concerns and describe the contributions and sacrifices this community has made to enable this facility to be built and develop in such a fruitful part of this City and State.



I-321-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

From: Sasha P <epsasha@gmail.com>
Sent: Monday, September 16, 2013 10:47 PM
To: Lynnwood Link DEIS
Subject: Public Comment - Lynnwood Link Extension & Latvian Church & Center

Dear Sound Transit:

I would like to this opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Lynnwood Link Extension.

I-322-001

As the DEIS points out, the extension may adversely affect the Latvian Church and Center (LCC). I encourage you to do everything possible to minimize the impact on the LCC.

I am Latvian and part of much larger Latvian diaspora. After World War II, my parents along with 40,000 other Latvians immigrated to the United States with the help of the U.S. government and various social service and religious organizations.

Many of those Latvians settled in Seattle and banded together to built the Latvian Church and Community Center. Since then, the LCC has been the nexus for Latvian social events, school, choirs, dance groups, theater troupes, veterans' groups, and political organizations.

I am now parent with two children, 4 and 6, who has enrolled them in the Seattle Latvian School. Without the LCC, my children and I will loose a valuable resource to learn the Latvian language; culture, traditions and most importantly build enduring ties with other Latvians.

The Lynnwood Link will not only affect the Latvian School but it will also adversely affect other local and regional groups that rely on the LCC which include:

- LATVIAN ASSOCIATION OF THE STATE OF WASHINGTON
- LATVIAN ARCHIVES & LIBRARY
- WEST COAST LATVIAN EDUCATIONAL CENTER
- UNIVERSITY OF WASHINGTON BALTIC STUDIES PROGRAM
- TREJDEKSNĪTIS, LATVIAN FOLK DANCING GROUP
- SEATTLE LATVIAN EV. LUTHERAN CHURCH
- LATVIAN EDUCATIONAL CENTER
- LOCAL ESTONIAN AND LITHUANIAN COMMUNITIES

I-322-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-322-001 | As you draft the final environmental impact statement, I encourage you to consider the impact of the Lynwood Link on an important local and regional cultural center. It is unacceptable to close the LCC for any length of time. Doing so would negatively adversely impact the local, regional and even the global Latvian community.

Sincerely,

Eriks Sasha Paegle

8748 25th PL NE

Seattle, WA 98115

M: +1 206 390 5513

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mārcis Rāčenis
ADDRESS: 1590 Lumley Ave
CITY: Mukilteo STATE: WA ZIP CODE: 98275
EMAIL ADDRESS: marcis189@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

As a twenty-four year old young man, the MOST important part of my social and cultural life revolves around the Latvian center. I arrived in Seattle two years ago fresh out of college and was immediately taken in by the Latvian dance group Trepdonitis. Soon after, I started coming to choir, church, teaching in the Sunday school for young children to pass on this wonderful culture and language and much, much more! Without exaggeration I come to the Latvian center on average nearly twice per week. The center, even for a young twenty-four year old like myself, along with many other young people like me is an irreplaceably important place.

- Mārcis Rāčenis -



I-323-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDREJS RAIZE

ADDRESS: 2715 159TH ST CT E

CITY: TACOMA STATE: WA ZIP CODE: 98445

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-324-001

*Latvian Cultural Center is very
important for us.
Please, keep it undamaged.*

*Sincerely
Andrejs Raize
September 18/2013*



I-324-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: LAIMA A. RAIZE

ADDRESS: 2715 159TH ST CT E

CITY: TACOMA STATE: WA ZIP CODE: 98445

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-325-001

Latvian Cultural Center is very important for us. Please, keep it undamaged.

*Sincerely,
Laima A. Raize
09-18-2013*



I-325-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Evan Randa
ADDRESS: 1741 NE 165th St
CITY: Seattle STATE: WA ZIP CODE: 98125
EMAIL ADDRESS: evan.randa@yahoo.com

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-326-001

Me and my family have been participating in this community for a good 40+ years. In that ^{time}, the community as a whole has grown closer together. There is nothing like this to be found in the Pacific Northwest or the West Coast for that matter.



I-326-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the region's Latvian community.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: LILIA SANKALIS

ADDRESS: 10408-39th Ave SW

CITY: Seattle STATE: WA ZIP CODE: 98146-1124

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I have been a member of the Seattle Latvian Community for 50 years. My whole family donated money and actually helped to build the center after the Latvians lost their previous one to City of Seattle.

I-327-001

While I agree we need a relief for the traffic congestion, I am very, very saddened about the lines impact on our property - church & community hall. It has been ^{like} my second home, my social & cultural center. I dread losing it. Without it (I am a senior citizen now) I would have no social life and miss my ^{of typical happenings} ~~chance to~~ which are very, very important to me. Television can't replace ~~the~~ things. I beg you to consider find another selection. Sincerely, Lilia Sankalis.

P.S. The Center's location is ideal - I-5 for mostly in my case - Highway 99



I-327-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Laura Schott
ADDRESS: 2343 E Richmond Avenue
CITY: Fresno STATE: CA ZIP CODE: 93720
EMAIL ADDRESS: LauraSchott@yahoo.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I am writing to state that eliminating the Seattle Latvian Church and Center is completely unacceptable. This center has played a critical role in my family's history and is an important component of our future and heritage as well. My grandpa helped build the center, my parents and other relatives were married there, my 3 siblings and I went to school there, were confirmed in the church and attended over a hundred functions and gatherings throughout my childhood and college years. While I may no longer live in WA, the times I do return I will still find myself at the center and have looked forward to bringing my kids there as they get older. Eliminating this critical and historic gathering place would be a true tragedy.

Sincerely, Laura Schott



I-328-001

Thank you for your comments describing the importance of the Latvian Evangelical Lutheran Church to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-328-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: James & Barbara Sinclair

ADDRESS: 17628 Talbot Road

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: bsinclair39@comcast.net

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-329-001

We are hopeful the extended Sound Transit will not affect the Latvian Church. Besides being a place to renew ones spirit they host many Baltic functions - both local and international. Weddings, baptisms and family events are enjoyed. A wide variety of ages are active in the church. Please consider a raised track. Keep the Church as is-please.



I-329-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

TO: Sound Transit DEIS
401 S. Jackson St.
Seattle, WA 98104
ATTN: c/o Lauren Swift

FROM: Elaine Smith
5630 200TH ST. SW #B305
Lynnwood, WA
98036-6262

September 13, 2013

Re: Draft EIS

Dear Sound Transit Planners
c/o Lauren Swift,

Having weighed all the options C1, C2, and C3 very very carefully, I want you to know that I evaluate that Option C3 for siting is the only option that makes sense for our community and for the South Snohomish region.

To try to site the route and stations along 52nd Ave W, (options C1 and C2) would have the effect of destabilizing and brutally "big city industrializing" of our fragile-enough neighborhoods, trying so hard to build up our sense of neighborhood closeness and cohesion here in Lynnwood. We don't need trains, (a station and an eventual maintenance facility) running through the delicate eco-system and nearby streets of what we all enjoy as Scriber Lake's legally protected wetlands park, either.

Option C3 is different in a positive way. It makes sense for consolidating and preserving a transit corridor, we are already used to for Lynnwood. I believe it would instead also be the best revenue-producing alternative for Lynnwood businesses, as many riders would jump at the chance to find the safe harbor of hotels, restaurants, and retail options so close to their train journey's end.

Please choose Option C3 as the sole alternative that is best thought-out as benefitting riders, business, and residents of South Snohomish County. Thank you.

Sincerely,
Elaine Smith
Elaine Smith

I-330-001

Your preference for Alternative C3 is noted. The Preferred Alternative evaluated in the Final EIS includes a modified Alternative C3. Chapter 2 in the Final EIS describes the Preferred Alternative.

I-330-001

From: Ken Gorshkow <kengorshkow@comcast.net>
Sent: Wednesday, September 18, 2013 6:36 PM
To: Lynnwood Link DEIS
Subject: Latvian Church and Hall

Dear Sound Transit Officials:

I-331-001 We have heard that the Latvian Church/Hall is in jeopardy of being demolished in favor of rapid transit using this corridor to pass from Seattle to Lynnwood.

This beautiful structure serves not only the Latvian community but also the Estonian community, which is quite small in Seattle, not large enough to support a church and hall of its own.

Estonians of Seattle are dependent upon the church and hall for their religious services, civic programs and festive events. It would be a very sad day if the church/hall is demolished to allow Sound transit to travel along I-5.

With today's prices it would be impossible for the Latvian community to replace this outstanding and most useful building. Both Latvians and Estonians would be robbed of the many events that are held there throughout the year.

Please find an alternate route for Sound transit rather than destroying the possibility of Latvians and Estonians coming together for church services, civic and social events.

Sincerely,

Ruth A. St.Hilaire
(of the Estonian Community)
Seattle WA
206-282-2812

I-331-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Caitlin Tierney <ctierney480@gmail.com>
Sent: Tuesday, September 17, 2013 11:43 AM
To: Lynnwood Link DEIS
Subject: Save the Latvian Lutheran Church

Hello,

I-332-001

I am writing as an alumnus of University of Washington's Scandinavian Studies department. I graduated cum laude in 2011 and my senior thesis was a way to test Latvian language acquisition. UW has close ties to Latvia and its culture; the UW Chorale has even traveled there twice: once to perform for the president of Latvia and then to participate in the Song and Dance Festival in Riga (an *inexplicably* powerful cultural event that brings non-Latvians like me and my fellow students to tears).

To complete my program, I had to learn Latvian language, culture, and history. The Latvian Lutheran Church was tantamount to my successful completion of the degree.

I have taken part in events at the Church since 2007: events including the St. Martin's Day festival, the dance group (which recently traveled to Latvia's Song and Dance Festival in Riga), and other local events at the Latvian Lutheran Church.

Seattle would not be the same without this Church. It is the only one of its kind and people travel from all over Western Washington to connect with their culture there. This is a way for people who are far away from their family's country to connect and strengthen their social bonds.

I believe that you can find a way to complete the necessary business for Sound Transit without harming this pocket of Latvian culture.

Thank you for your consideration.

--
Caitlin Tierney
UW Class of '11

I-332-001

Thank you for your comments describing the importance of the Latvian Evangelical Lutheran Church to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Anne T. Totoraitis <annetoto@uw.edu>
Sent: Tuesday, September 17, 2013 8:01 PM
To: Lynnwood Link DEIS
Cc: Constantine, Dow
Subject: Sound Transit's impact on the Latvian Center

Dear Sound Transit,

I-333-001 I am a member of the Seattle Lithuanian-American Community. The Latvian Center is the venue for most of our events from Lithuanian Independence Day on Feb. 16, to the Commemoration of the Day of Deportation in June, to the one of the most important celebrations for Lithuanians, *Kūčios* (Christmas Eve), and I am concerned that the proposed light rail line may have very severe impact on the Center.

We have held many benefits at the Latvian Center as well. In fact, you should attend the St. Martin's Day festival on Oct. 26 at the Latvian Center to witness one of our events in person! It's a fundraiser for the Baltic Studies Program at the University of Washington - \$25 per person and includes dinner. There's a silent auction too. It starts at 6 p.m.

I am asking that you please keep at-grade access (not the elevated option) to the Latvian Center open during construction and to minimize the impacts during construction and after (dust, noise, vibration, light, etc.) so they don't hamper our events.

After construction is complete, please do not take the property and relocate the Latvian Center. Instead, find ways to keep it in its current location, and offer adequate parking and access.

thank you,
Anne Totoraitis

I-333-001

Thank you for your comments about the events held at the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: EGILS VIRSNIEKS
ADDRESS: 5810 COWEN PL NE APT. 211
CITY: SEATTLE STATE: WA ZIP CODE: 98105
EMAIL ADDRESS: lat.aguilas@yahoo.com
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-334-001

IF OUR LATVIAN LUTHERAN CHURCH
IS LOST TO THE LYNNWOOD LINK EXTENSION
IT WOULD BE A SEVERE HARDSHIP FOR ME
AS I WOULD BE UNABLE TO GET AROUND
AS MUCH AS I GET OLDER.
ALSO RELOCATING AND/OR REBUILDING A NEW
COMMUNITY CENTER AND CHURCH WOULD BE A
TREMENDOUSLY DIFFICULT PROJECT FOR THE COMMUNITY
AS A WHOLE, GIVEN THE AGING NATURE OF
OUR COMMUNITY.

Egils Virsnieks



I-334-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: John Westfall <westfallj@pioneer.net>
Sent: Monday, September 16, 2013 7:39 PM
To: Lynnwood Link DEIS
Subject: DEIS Comments

Dear Lynnwood Link:

I-335-001 | I wish to voice my support for Segment B2A, that provides a stop at 220th St SW in Mountlake Terrace.

Anticipating area population increases and existing large employers and service-providers in the 220th St SW corridor of Mountlake Terrace leading to Edmonds, this stop will be an important connection to Community Transit to make connection to Swedish Hospital Edmonds, Premera/Blue Cross, businesses and many multi-residential apartments in the area.

I-335-002 | Currently, Melody Hill Elementary has been demolished and there is land available through Edmonds School District on the west side of I5, south of 220th.
Thanks,
John Westfall, Brier, WA

I-335-001

Thank you for stating your preference for Alternative B2A with a proposed light rail transit station at 220th Street SW.

I-335-002

Sound Transit learned of the demolition of the Melody Hill Elementary School building owned by the Edmonds School District after the publication of the Draft EIS. The Final EIS has been revised to accommodate this change. A station at 220th Street SW utilizing this property is evaluated as an optional station location for the Preferred Alternative in the Final EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: IEVA O DONALD YOUNG

ADDRESS: 13802 2nd AVE SW

CITY: Normandy Park STATE: WA ZIP CODE: 98166

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-336-001

For the past 41 years we have been coming to the Latvian Center to participate, enjoy, share with other Latvians at our center and church.

The Seattle Latvian Folk Dance Group practice weekly and perform several times a year for their own fulfillment and enjoyment for this community. Without the center this would be hard to do.

Latvian Americans have strong ethnic ties to each other, and need access to the center for cultural events, for the nourishment of our souls.

Ieva Young
15 Sept. 2013



I-336-001

Thank you for your comments about the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDRIS and HELENA ZIEMAADDRESS: 16805 NE 12th StreetCITY: BELLEVUE STATE: WA ZIP CODE: 98008EMAIL ADDRESS: hziema@msn.com☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Dear Sirs,

Current plan of building Lynnwood Link through the Latvian Church/Center is absolutely unacceptable. The Latvian Church/Center is very important venue for our family and for all Washington + Canadian Latvian Society.

Please consider other alternatives which will not affect our center.

Sincerely: Andris Zieme A Zieme 09/20/2013
Helena Zieme H Zieme 09/20/2013



I-337-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-337-001

From: thehelix@comcast.net
Sent: Tuesday, September 17, 2013 3:46 PM
To: Lynnwood Link DEIS
Subject: Sound Transit Link impacting the Seattle Latvian Center

September 17, 2013

Subject: Lynnwood Link Extension Draft Environmental Impact Statement - Impact to the Seattle Latvian Church and Center at 11710 3rd Ave N.E., Seattle, WA 98125

Dear Sound Transit Board,

I-338-001 Today I am writing to share my concern about the future of the Latvian Church and Community Center.

I attended the Latvian school at this center and graduated in 1980, I can still speak, read and write in Latvian. In the class room area of this center there are photos on display, still today, of students with high scores on exams administered nationally by the American Latvian Association. I managed to get an honorable mention and thus a photo of me is up on the wall with the others for my 7 year old daughter to see. Last Saturday my daughter, started her 4th year in this school in the very same building. I hope that when my daughter gets older she will join the dance group Trejdeksnitis and eventually travel to Latvia to participate in a song festival as others did earlier this year.

Latvian families like my parents came to America after World War II to make a better life for their families. Even while in Displaced Persons Camps in Germany after the war they organized schools, theater troupes, music ensembles etc. The sense of community and education was strong and as you have read elsewhere the Northgate location is not this community's first residence. The generation that came to America had an irrepressible goal, to pass their culture and language to their children, thus they built a 2nd church and community center. As such communities assimilate over generations this singular focus gets diluted and the challenges of financing, designing and building a 3rd community center becomes insurmountable. If we loose access and have to relocate this physical anchor which sustains our regions Baltic communities will disappear. The language and culture continues because we have a physical location to carry on.

Please help the Latvian Church and Community Center stay whole and unaltered in its present location.

Thank you for your time and consideration.

Eriks Rauda

I-338-001

Thank you for describing the importance of the Latvian Church to you and the local Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

10916 North Park Ave N
Seattle, Wa. 98133

From: Liz Rekevics <lizr@flyingcroc.com>
Sent: Wednesday, September 18, 2013 1:23 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center and Church

To Whom it May Concern,

My name is Liz Rekevics (Elizabete Alma Astra Rekevics in full), and I'm Latvian.

My parents immigrated to the US during WWII and made their home here in Seattle where I was born and raised. The Latvian Center, exists and was built for my generation and those to come. I attended Latvian school there, numerous church/community events, was confirmed there – and bid my grandparents and both my parents farewell at the Latvian house.

I-339-001

I currently see a full capacity school, an active church community, frequent use by all age groups and Baltic groups. Compared to any other stop along your path to Lynwood, I don't see any other community so drastically affected by your plans. You wouldn't dare blast through any one of the many silly chain restaurants at Northgate, why is a hub of an entire community any less valuable? How many other community centers are you considering dissolving along the way?

Relocation, not an option. Families have intentionally moved to the area to be closer to our center. This is where we continue our existence. We bought the land, we should get to use it.

You've seen our access point – it's not significant, but does the trick. The VERY least you could do is to allow us to KEEP an access point. You will already change our entire experience with noise, view etc – but let us GET WHERE WE NEED TO BE! My suggestion is to provide an alternate access point off of 5th. There are a number of homes which I'm sure will be running for the hills the moment they realize the train is coming through their back yard. I'm sure there are options available. But blocking us out, or taking it away is simply NOT AN OPTION.

Please consider your path wisely. I understand the need for light rail, but wrecking an entire community that has worked so long and hard to create such an important place, is not necessary. This is far more than a community center. This is a home base to so many who have been uprooted many times.

Thank you

Liz Rekevics
3611 NE 137th St
Seattle WA 98125

I-339-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

From: Jana Vitols <janavitols@hotmail.com>
Sent: Thursday, September 19, 2013 11:33 PM
To: Lynnwood Link DEIS
Subject: Concerns about Sound Transit and the Latvian Center

Dear Lauren Swift,

I-340-001 I am writing in response to the Lynnwood Sound Transit DEIS. As a Latvian American with strong ties to the Seattle Latvian Center, I am concerned about the possible adverse side effects of the proposed light rail construction.

Being involved with the Latvian Center these past 12 years, I have found community through dancing and performing with the internationally recognized folk dance group, Tredeksnitis. Discovering the Latvian Center here also connected me to the Latvian language, which I wasn't raised speaking (in large part because there was no Latvian Center near where I grew up). The Latvian Center broadened my awareness of other Latvian educational opportunities in the Northwest, eventually connecting me to the University of Washington's Baltic Studies Program where I was able to continue my study of the language. I will be joining the Latvian choir this fall and look forward to learning more about the Latvian language through this experience.

The Latvian Center is a culturally important gathering place that brings together all ages to celebrate and pass along cultural traditions and values. I believe that the plans to proceed with building the Sound Transit Lynnwood Link line needs to take into account the least disruption to the center possible. I think this could be best done by building the non-elevated line and assuring that access to the center is guaranteed at all times during construction.

I hope in planning this you will be sensitive to the history that so many Latvian elders and their children experienced as displaced persons and refugees during WWII and their subsequent immigration to America. I urge you to consider the significance that the Latvian Center has in Seattle. Unlike other ethnic communities that have multiple gathering places, this is the singular center for the entirety of the Latvian community in Seattle.

Thank you for your consideration and preservation of this gem of a community space, gathering place, church, and educational center.

Sincerely,
Jana Vitols
3815 25th Ave. S.
Seattle, Wa. 98108

I-340-001

Thank you for describing the importance of the Latvian Center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: home <abcs04@comcast.net>
Sent: Saturday, September 21, 2013 3:44 PM
To: Lynnwood Link DEIS
Subject: Comments on DEIS

A very comprehensive report, and the volume of information is overwhelming for a decision-maker. Some observations and suggestions:

- I-341-001**
- All of the criteria seem to be presented as equal to one another. For instance, the number of properties expected to be taken by any one option is equated to a ridership estimate. Check the results from Central Link for both of these – and the other elements – and you'll no doubt find that some were more accurate than others. This "certain" information should be a major consideration, as this is *actual* experience, even though it's a different segment with, more than likely, different people making the estimates...but, their methodologies are probably similar. I'm comfortable in my feeling that you'll find that property impacts and capital cost estimates were closer to reality than ridership estimates were for Central Link. A percent accuracy for each element would be useful, so as to not fall into a trap of considering each element is equally accurate, which is what looked to be the case in my reviewing this DEIS.
- I-341-002**
- "Cheap" shouldn't be the top priority, but perhaps "bang for the buck" should be. I'd rather see 4 stations built well than 5 or 6 stations built bare-bones.
- I-341-003**
- Spacing of stations should be considered, as well as what that conveys/feels like, i.e., is this a limited-stop transit mode, or more like a bus or streetcar? Additionally, does a station at location "X" give you something valuable enough that otherwise would be lost. I was glad to see that there were estimates for gains and losses associated with each station in the DEIS, as this hasn't been presented verbally, rather, I have only heard of the "ridership" lost, which is misleading, not only for the gray area that ridership estimates tread into, but also for a lack of completeness, because there are a myriad of objective "pros" and "cons" that should all be presented as a table for you to weigh.
 - Regarding spacing, on approximately a straight line, the mileages from Northgate Station to: 130th (1.5), 145th (2.3), 155th (2.8). The mileages from 130th to: 145th (0.8), 155th (1.3), 185th (2.8). The mileage from 185th to Mountlake Terrace Transit Center: 3.1, The mileage from Mountlake Terrace Transit Center to: 220th (1.0), Lynnwood Transit Center (2.0). This spacing, along with access considerations/feasibility, suggests that an option that's not listed may be more prudent, stations at 130th and 185th. The ST2 plan defined a "general" scope for the project, voters expect the decision makers to wade through the options, not capitulate to cities' whims (e.g., your board bypassing Southcenter) unless they make sense to the region, with the result not precisely what they saw in the initial materials (e.g., King County Metro's upcoming plan for reductions will differ from what they suggested last spring). It's a fluid process, most voters are smart enough to realize that, and we saw that the "actual" Central Link differed from the initial proposal. Beware of the territoriality of the proponents of various options!!!
- I-341-004**
- Connections to regional multi-modal transportation systems is a goal. It is instructive as to where we are **today** at each of the proposed station locations, as we are in a financially-challenged environment and are likely to continue to be so; all one has to do is look at the federal debt issue or the state special session issue. As one statement noted, you should seek: "stations that are easily accessible by foot, bike, bus, or car." I'd add: "given the financial environment of **today**." Are sidewalks complete, which the DEIS didn't seem to focus on well, and from which directions from what population would this draw from? Are there bicycle lanes in place, and what is the total population that this may draw from

I-341-001

Your comments concerning the presentation of information used to compare project alternatives are noted. The purpose of an EIS is to present potential impacts of a project to the public and decision makers. The various environmental resources are not weighted. The methodologies used to make estimates for project impacts are generally similar to the methodology used for the Central Link environmental review document and both are based on conceptual engineering design.

I-341-002

Sound Transit's objective is to develop a project that best meets the purpose and need for the project, minimizes environmental impacts, and is cost effective.

I-341-003

Your comments on spacing between the proposed light rail transit stations are noted. As a regional facility that is linked with the local transit network, the station spacing reflects a balance between access, travel times, ridership, current land use, and the land use plans of local jurisdictions. The neighborhoods between NE 130th and NE 155th Streets are among the most dense in the corridor, and therefore one station only with a larger gap between the stations would have given fewer people good accessibility to transit (particularly for walk or bike trips). The Draft EIS alternatives also were arranged to allow other combinations of stations, but as the strongest support in public comments and from local jurisdictions was for a NE 145th Station from early scoping through the Draft EIS, a unique alternative featuring a NE 130th and NE 185th combination did not appear necessary.

I-341-004

A detailed inventory of existing pedestrian facilities within 1/2 mile of the stations and existing bicycle facilities within 1 mile of the stations is

I-341-004	(neighborhood streets would have a higher possibility than major arterials)? What transit routes serve that location, particularly all-day service, and how frequent? What are today's traffic volumes on the major approach streets? Hopefully, you've seen this first-hand during peak a.m. and peak p.m. commutes at each prospective station location, knowing that light rail-bound motorists will seek neighborhood cut-throughs where main streets are clogged. What multi-family and business developments are nearby or are proposed for the next 10 years? The certainty favors today's conditions over tomorrow's possibilities under a "if money is no object" perspective that some proponents are using in their attempt to influence you, which is a dangerous assumption to take on.
I-341-005	<ul style="list-style-type: none"> It should be considered secondary what is possible in order of cost (weighting each). For instance, are existing roads nearby the proposed locations wide enough today where bicycle lanes could be striped, a relatively-inexpensive proposition that has high likelihood of reality, and then what's the feasibility of their widespread use (neighborhood streets would have a higher possibility than major arterials)? The same question for completing sidewalks and widening them, which is more expensive and thus less likely of becoming reality, and should be weighted as such. Three of the overpasses in the study: 130th, 145th, and 185th, have narrow sidewalks, and the first two have heavy vehicular traffic volumes adjacent and harrowing (at best) bicycle conditions that are only for the "professional" bicycle commuter. The same question for widening streets, but here the possibility of securing funding coupled with the dwindling time (less than 10 years) are huge impediments, sharply reducing the possibility of this coming to fruition, and mitigation of existing traffic during construction should be a consideration. While I didn't see the volume numbers within the DEIS (it is a huge document), I did see the proof that traffic volume matters within the DEIS, with the highest accident incidents on 145th, then 130th, and none at 185th. Each of these accident numbers would be higher with the addition of a light rail station on those streets.
I-341-006	<ul style="list-style-type: none"> It should be considered tertiary if something's been <i>zoned</i> for higher density with no developer in the wings, as a development could take years or decades. It should be considered how many quadrants around the stations <i>could</i> be developed: all four corners, 3, 2, or only 1. For instance, the 130th location has a park in one quadrant and part of another. The 145th location has a park and a private school in two quadrants. The 155th location has a park in one quadrant. The 185th location has a school district property in one quadrant...though, that quadrant is also a destination of a senior center and stadium.
I-341-007	<ul style="list-style-type: none"> It should be considered secondary what bus transit <i>may</i> do, as we're talking 10 years from now, and most of the planners making the guesses today will be in different positions or retired by then, while nobody can guess with certainty what the financial situation will be in 2023. At present, we're awaiting a cut in Metro service that is to start 1 year from now that's equivalent to eliminating Community Transit's <i>entire</i> service. It's therefore more instructive what transit is doing today: are they avoiding certain streets and using others. For instance, 130th has no service cross-town over the freeway, but the BRT-like Metro #41 (from Lake City to Northgate) is 5 blocks south. At 145th, the peak-hour service goes north/south on 5th NE in the peak direction, another travels in the opposite of peak going east in 145th in the a.m., all avoiding the I-5 overpass; one peak direction, peak only route (#308) comes from the east over that overpass, another (#304) from the west turns short of it; the only all-day route (#347) goes the off direction for peak direction travel. There's no cross-town service on this street. The 155th, 185th, and 220th locations have some degree of cross-town service. Mountlake Terrace and Lynnwood Transit Centers have ample transit service all day today.
I-341-008	<ul style="list-style-type: none"> Regarding specific locations: 130th should have parking along 5th NE just north of the prospective station, and particularly if the next station north is at 155th or 185th. For 145th, due to the high traffic on that street (over 30,000 vehicles/day on the east approach, over 25,000 from the west; see http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2012/Staffreport022712-9a.pdf), parking should be split: perhaps a location in the 145th/15th NE-20th NE area, which should be a consideration for 130th and 155th options as well. For 155th, I was surprised that expanding the existing parking at Twin Ponds Park (just west of the I-5 overpass) into a garage wasn't considered. Shoreline Community College to the west is expanding its campus, the city is aiming to make the Westminster Square to the west more viable, developments are planned to the east (15th NE), other destinations (Crest Cinemas, skateboard park) are nearby, and buses travel in all 4 directions. For 185th,

provided in the Transportation Technical Report that supports the Draft EIS impact analysis as well as the design of station areas and ongoing access planning. An inventory of existing transit services is also included in the Transportation Technical Report. City future land use plans were evaluated during analysis of station siting, and is also discussed in Section 4.4 of the EIS.

I-341-005

All of the light rail alternatives would meet or exceed local jurisdictional, Sound Transit, and ADA design standards for pedestrian facilities fronting the stations areas and roadways that are reconstructed as part of the project. Specific locations where increased sidewalk widths are needed to accommodate peak pedestrian volumes are identified in the Transportation Technical Report, which is included the Final EIS as an electronic document. Bicycle lanes may be added to roadways reconstructed for the project where possible, but extensive bicycle lane striping or sidewalk completion is not a component of this project.

Section 3.2.8 discusses safety at intersections impacted by the project. Pedestrian and bicycle volumes are expected to increase at intersections near proposed stations, which could result in greater potential for conflicts. However, the project would have minimal impact on traffic safety; station areas will be designed for multimodal access and to minimize the potential for traffic conflicts. At NE 145th Street, for example, the project would improve safety with geometric modifications and access changes with a new signal at the I-5 northbound on-ramp at 5th Avenue NE.

I-341-006

Your comment is noted. These factors were considered in the TOD potential analysis.

I-341-008

doing the same – expanding the existing – in this case stadium parking lot into a garage makes the most sense, and I'd like to see wider sidewalks over I-5 in any event. In conjunction, WSDOT should install a traffic signal at 205th St./244th SW/SR-104 and 5th NE, as I suspect that 5th NE will become a major access route (given that access from beyond 10th NE to the east is challenging), perhaps even for *Swift* or *RapidRide* bus rapid transit buses. For the Mountlake Terrace Transit Center, the east location is the only one that makes sense, and they have a wide sidewalk over I-5 on the north side, while bicyclists have plenty of room to operate, though they could use a striped lane.

Good luck in what I hope is narrowing down the options, not selecting a final one.

I-341-007

Your comment is noted. Current transit service in the project study area is discussed in Section 3.1.2 of the EIS.

I-341-008

Your comments about parking are noted. The Final EIS discusses Sound Transit's current parking plans at each proposed station; see Section 3.2.7.

I-342-001

This comment required translation into English. The translation is located on the next page along with Sound Transit's response.

From: bruno.strautins@lma.lv
Sent: Saturday, September 21, 2013 10:59 AM
To: Lynnwood Link DEIS
Subject: Latviešu Sabiedriskais centrs

I-342-001

Sveicināti,dārgie tautieši!Esmu sašutis par ideju likvidēt Latviešu Sabiedrisko centru.To nedrīkst pieļaut!Tā ir viena no mūsu mazās tautas nedaudzajām kultūras saliņām plašajā pasaulē!!!

Cerēsim,ka izdosies to nosargāt!!!

Sirsnīgus sveicienus no Latvijas-

Rīgas-sūtot,

Bruno Strautiņš, Latvijas Mākslas akadēmijas profesors

I-342-002

Latvian	English
Sveicināti, dārgie tautieši! Esmu sašutis par ideju likvidēt Latviešu Sabiedrisko centru. To nedrīkst pieļaut! Tā ir viena no mūsu mazās tautas nedaudzajām kultūras salīnām plašajā pasaulē!!!	Dear fellow countryman! The idea of the liquidation of the Latvian Community Centre has shocked me. This cannot be permitted! This is one of the few islands of culture of our small nation within the global world!!!
Cerēsim, ka izdosies to nosargāt!!!	Let's hope we succeed in defending it!!!
Sirsniņus sveicienus no Latvijas-Rīgas-sūtīt, Bruno Strautiņš, Latvijas Mākslas akadēmijas profesors	With warmhearted greetings from Latvia - Riga, Bruno Strautiņš, Professor of the Art Academy of Latvia

I-342-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-343-001

Your concerns about the Lynnwood Link Extension impacting your neighborhood are noted.

From: Emily Jewell <ejjewell@hotmail.com>
Sent: Saturday, September 21, 2013 9:19 PM
To: Lynnwood Link DEIS
Subject: FW: Comments on alternatives for segment A

From: ejjewell@hotmail.com
To: lynwoodlinkdeis@soundtransit.org
Subject: Comments on alternatives for segment A
Date: Sat, 21 Sep 2013 21:15:14 -0700

To Whom It May Concern:

After carefully reading through your executive summary of the DEIS, my heart is in my throat. I am going to have difficulty commenting on it without expressing that, but that panic is, in and of itself, something you

I-343-001 need to know. I may not have a property that you confiscate (call it what it really is), but how you proceed with this project will either only moderately affect myself and my neighbors, or ruin my neighborhood (and possibly my finances). "The Greatest Good of the Greatest Number" should not come at such a high cost to those of us that already live here.

I live within 100 yards of the intersection of Roosevelt Way and 5th Ave NE. I often work from home, and have done since Nov 2006, so I know my street intimately. My street, NE 130th, will see only 4-6 cars NOT belonging to residents all day long. Neighbors walk their dogs up and down it. Hardly anyone parks on it - cars are tucked neatly into driveways. Gardens are usually well-tended, even creative, since they are on show to everyone. Because of our numerous trees, we get many birds, from migrating Juncos, to resident hummingbirds and Steller's Jays. My neighbors two doors down the hill have had the rare and endangered Pileated Woodpeckers visiting their garden all summer. We only get this sort of wildlife here because of our extensive tree canopy and our peace and quiet. If the wind is from the east, birdsong is often louder than I-5.

- I-343-002** If you put a station at NE 130th St, the ensuing traffic (car and foot), and noise, as well as the felling of so many mature trees that screen us from the freeway, will considerably diminish our quality of life. There is very little room for a station at this intersection, compared to what is available at NE 145th St, which you can plainly see from the satellite view on Google Maps. Noise will more than double, and because of the 130th St Bridge over the freeway, you won't be able to erect a noise mitigation wall which will help us. Soundproofing insulation in our houses won't help if we want to open a window - or enjoy gardening, or a barbeque outside; nor will it keep wildlife from being frightened away.
- I-343-003** Because of the tight site at NE 130th St, you won't be able to provide nearly enough parking, so train riders will either not be able to find parking in the designated lot you will supposedly build, or will ignore it, and will turn our street into a parking garage instead. Inevitably, car crime, litter, and graffiti will follow. It's no good saying that you will plan for this contingency - you will plan for what you think SHOULD happen rather than for actual human behaviour. If this sounds cynical, I can point to an excellent example of this 250 yards down 5th Ave NE, where the elimination of the Northgate North Park & Ride to build a new park resulted in most of those people driving half a mile north and parking all up and down 5th Ave NE (making it much more dangerous to cycle there, past all of those parked cars (none of whom ever seem to look before opening their doors)). Send someone up here and I'll be happy to show you this Unintended Consequence. Moreover, your own studies apparently state that you'll hardly gain any riders by putting a station at 130th St. Is it worth ruining our neighborhood to serve a few hundred other people?
- I-343-005** My comments could apply nearly as well to the proposed 155th St site. Once again, it is a relatively quiet residential area, though it already has more traffic than we do. To my mind, the alternatives that put a station at 145th St are the only ones that keep disruption to a minimum throughout segment A. 145th St is already very busy, and has much more room geographically speaking for a station and parking which could serve both North Seattle and South Shoreline. This more versatile location would save money by eliminating

I-343-002

Noise walls are planned for all alternatives in this area as mitigation for the light rail noise impacts that exceed the FTA criteria. See Section 4.7 in the Final EIS for the projected noise impacts in your area.

Foliage, if dense, can provide slight reductions in noise levels. It could provide up to a 3-dBA reduction in transportation noise for locations with at least 100 feet of dense foliage that contains leaves year-round. However, a 3-dB reduction in noise level is barely perceptible to most people, so foliage in virtually all areas of this project corridor has little effect in reducing noise.

I-343-003

As you noted, parking would be limited at the NE 130th Street Station, if it is built. One station option calls for approximately 100 spaces at a leased lot and another station option would not include parking. Chapter 2 of the Final EIS describes the NE 130th Street Station options.

I-343-004

Your comments about crime at the NE 130th Street Station are noted. See Section 4.14.2 in the Final EIS for Sound Transit crime analysis. Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. The stations would be well lit, continually monitored by security cameras, and regularly monitored by security personnel. 2010 crime statistics related to already built Sound Transit facilities show that the crime rate per number of riders at transit facilities and on light rail and commuter rail trains is substantially lower compared to overall per capita crime rates in the surrounding neighborhoods.

I-343-005	one station; the money saved there could be spent to make sure that the mitigation for local residents and wildlife was as effective as possible - instead of an afterthought. With that in mind only alternatives A1 and A3 are acceptable.
I-343-006	If those of us who live on the doorstep of a proposed station weren't scared already, your online panel discussion would have done it. Your spokesman Michelle made it clear from the language that she used in the panel discussion that one of your goals is to PROMOTE "Transit-Oriented Development" in the neighborhood of the stations - which virtually assures that whatever neighborhood gets a station will change out of all recognition. This will certainly increase tax revenues from the people you can shoehorn into the site, and
I-343-007	will certainly eliminate yet more of Seattle's already shrinking tree canopy. Your spokesman Steve, when asked about impact on the Thornton Creek watershed, just muttered something about "complying with all the regulations" by which he means he doesn't give a f**k as long as all the correct boxes are ticked on the forms. He mentioned providing "replacement wetlands" - clearly NOT in the Thornton Creek watershed (and therefore no use to those of us who live there), which, in case you had forgotten, is supposedly a salmon stream, albeit a degraded one. I find it utterly hypocritical of you to be so easy on yourselves in these circumstances when you are so tough on struggling farmers in these counties if they get anywhere remotely NEAR a tiny tributary of a salmon stream. But hey, they aren't a fashionable minority either, are they? We can get our food from Mexico, right?
I-343-008	In summary: If you put a station at 130th, you may not need to confiscate my house, but you will probably degrade my neighborhood's quality of life so much that I will be forced to try to sell it, and probably lose money on it, 'cause no family in their right mind will want it. A developer will be able to buy it cheap enough that he can put a "multi-family" development on it - shorthand for an edge-to-edge 4-pak
I-343-009	townhouse development encouraged by your TOD rezoning, complete with poisonous stormwater runoff flowing directly downhill into Thornton Creek and thence into Lake Washington. You will have eliminated all the mature vegetation that provides stormwater storage and filtration, and wildlife habitat. A win-win situation all round.

I-343-005

Your comment stating your preference for the Segment A alternatives that include a proposed light rail transit station at NE 145th Street is noted.

I-343-006

Sound Transit is interested in transit-oriented development in locations where it makes sense, so each proposed station location was assessed for that potential; see Section 4.2.4 of the Final EIS. This does not mean that all stations are good candidates for future development. Sound Transit prepared a *Station Area Transit-Oriented Development Potential Report* that provides details about each station area and how it might (or might not) support future development. Each city must be involved in discussions about how, and if, development might occur around a station. At the NE 130th Street Station, the current zoning to support future development is limited. Any rezoning is the responsibility of the City of Seattle and not part of the Lynnwood Link Extension project.

I-343-007

One of the key considerations in the development of the design alternatives was the protection of ecosystems, including wetlands and streams. Numerous federal, state, and local environmental laws and regulations have been enacted with this goal in mind; Sound Transit plans to comply with these laws and regulations. Sound Transit's commitment to ecosystem protection is further demonstrated through the agency's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation, which is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects. These values are incorporated in the design of the alternatives for this project.

I challenge your design team to prove me wrong.
Dejectedly yours,
Dr. Emily A. Jewell DVM

Section 4.8 of the Final EIS presents all the anticipated impacts on ecosystem resources by the project, and presents mitigation measures to address those impacts that would be unavoidable. One of the potential compensatory mitigation locations for wetland impacts is along North Branch Thornton Creek.

I-343-008

Your concerns about the value of your property near a light rail station are acknowledged. Section 4.3 of the EIS discusses the impact of the transit facilities on property values.

I-343-009

Sound Transit recognizes the importance of Thornton Creek and the citizens living within its watershed. Managing stormwater runoff to Thornton Creek and its tributaries is a priority for Sound Transit. Sound Transit will control potential risks to water resources through project planning, design, and the application of required best management practices. Sound Transit will improve conditions in the watershed by replacing existing areas of non-native vegetation with native plants. Sound Transit also will minimize the potential for construction of the project to interfere with possible future fish habitat restoration projects by designing and locating project features to avoid Thornton Creek.

To The Sound Transit Board,

My name is Wendy Nelson and my family lives at 20043 12th Ave.N.E. directly below the Lake Forest Park/ Edmonds exit of I-5. This also puts us directly below the path of your Sound Transit project which will have a major impact on our home and neighborhood. I have read the DEIS report and talked to Matt Sheldon several times about our serious safety concerns. I would like to thank Mr. Sheldon, again, for coming to our neighborhood barbecue to speak with us about Sound Transit's plans. Still many of my fundamental questions have yet to be answered with any degree of certainty or hard information.

The terrain between our home and I-5 is a very steep, tree covered hillside comprised mostly of fill dirt from the original I-5 project. My home is at the very bottom of this hillside and roughly 90 feet from your proposed rail line. This greenbelt between us and the freeway acts as a sound barrier, a beautiful visual barrier but more importantly the trees protect the hillside from erosion and absorb a great deal of water runoff heading towards the creek that borders the other side of our neighborhood. I would like to know your plans for dealing with the water run-off, the destabilization of our hillside during construction and the continued stability of the hill after your project is finished. I would also like to know your plans for sound mitigation as well as the impact of continued vibration on the hillside. What safeguards are in place in case of earthquake or accident? Where can I see the results of your soil tests from our hillside? Who do we contact when trees from the state's hillside fall onto our property once you remove the current windbreak of trees? What are your precautions to prevent mudslides?

My neighbor Michael Cameron has submitted an alternate plan for this leg of your project and I ask that you please give it serious consideration. It allows the track to avoid our neighborhood entirely and puts the rails on a trajectory more inline with the Mountlake Terrace transit center where the station will be located. I can only hope this change would be more cost effective than building sound walls, walls with landscaping for erosion control, catch ponds for water run -off and the strong possibility of lawsuits should any of these solutions fail to work. While we have been told repeatedly that you will be living up to all the required federal standards for all of these issues it has been my observation that federal standards are generally not the " gold standard" for an industry but more along the lines of the bare minimum required by law. We find these are very limited reassurances for us.

We love our homes and the quality of life our neighborhood has provided for us. We all chose this area for the beauty of it's setting. We're blessed with the variety of wildlife that inhabits the hillside including the occasional deer. I hope you will give us the same kind of consideration you would want for yourselves and your neighbors if this project was in your backyard.

Sincerely,

Wendy and Ken Nelson

I-344-001

The EIS includes a summary of the geologic hazards that have been identified in the project areas. The project design will address identified geologic hazards, including evaluation of erosion potential and slope stability along the project alignment, in accordance with applicable building codes. The project design plans will address stability of both the light rail elevated structure and the steep slope between I-5 and your property that is affected during construction and after construction. At this time, site-specific recommendations for prevention of mudslides or landslides on your property are unavailable, but will be available as the design progresses into final design. Sound Transit will employ measures to prevent slope destabilization during construction and operation of the project. Section 4.9 of the EIS discusses the mitigation for erosion and sediment control during construction. Section 4.11 discusses impacts to the geology and soils in the project area. Section 4.7 addresses noise and vibration impacts, and describes mitigation to address them.

I-344-002

Your concerns about the project's potential impacts on your property are noted. Sound Transit received Mr. Cameron's alternate plan, and it is included in this set of comments and responses. The Final EIS Appendix F, Conceptual Plans, shows the proposed alignment for the Preferred Alternative. Sound Transit has proposed mitigation outlined in the Final EIS and mitigation commitments listed in Appendix N to address project impacts, with the intention of avoiding and minimizing impacts on adjacent land uses.

From: karin <k-rana@comcast.net>
Sent: Saturday, September 21, 2013 11:02 PM
To: Lynnwood Link DEIS
Subject: RE: Lynnwood Extension DEIS

Please use this copy not the one previously sent.

Thank you for the opportunity to review and comment on the Draft DEIS for the Lynnwood Extension. This email contains comments and concerns regarding the routing and analysis. For perspective, I have a degree in Sustainable Transportation and Livable Communities and worked on the design and build-out of several LRT lines in the Minneapolis-Saint Paul region and served on the Senior Staff team for the HUD Sustainable Communities Grant. I also worked for the State of Washington for 17 years leading implementation of the Economic Adjustment Initiative, a component of the NW Forest Plan, and served as Senior Planner under Growth Management Services where my specialties were SEPA-GMA integration and economic development. I have been active in the Latvian community in Minneapolis and in Seattle, where I taught in the Latvian School, performed with the folk dancing troupe, and sang and led ensembles and artistic performances. My son was christened at the church.

My comments are specific to the environmental justice aspects of the project, and the preferred alternative.

Environmental Justice

I-345-001

Nineteen years have passed since the signing of Executive Order 12898. While the Environmental Protection Agency has been the primary steward of the Environmental Justice Executive Order. In 2010 the Federal Transportation Department and the US Department of Housing and Urban Development joined the effort, thus escalating the importance and prominence of environmental justice in decision affecting the building of regional transit systems and other major federal investments. This action had immediate effect in Saint Paul, where during the planning for the Central Corridor the low-income community in the Rondo neighborhood was bypassed by the train that would pass directly through their community. The outcome of their outrage and concern was the addition of three stations and commensurate federal resources to accomplish the task. It also put the federal spotlight on Minneapolis-Saint Paul to ensure that the region developed and implemented citizen participation and engagement in a matter that was culture and community sensitive, genuine and creative in its tools and tactics, and shared decision-making with the communities.

The Minneapolis and Saint Paul community were highly sensitized to the various aspects of environmental justice; that it is more than giving those from underserved and underrepresented communities the vehicles and the direct access into the decision making process for major infrastructure investments like light rail, it was also recognition that culture is an important aspect of environmental justice. This is important as our country and the Pacific Northwest region continue to diversify.

It is my assertion that cultural diversity and the definition of environmental justice communities are relevant when considering the impacts of routing, mode, and construction of the proposed Lynnwood extension. Culture is a component of sustainability and environmental justice. In 2004, the National Environmental Justice Advisory Council released a report containing several recommendations that are directly relevant to this project including:

1

I-345-001

Thank you for your detailed comments on the environmental justice, pertinent regulation, and your own personal experience associated with the Saint Paul Central Corridor Light Rail Project. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Sound Transit communicated with representatives from the Latvian Evangelical Lutheran Church prior to the release of the Draft EIS; see Appendix L of the EIS, which lists all the project's outreach activities.

I-345-001

- “Encourage enhanced community assessments and communication methods to improve cultural sensitivity for environmental justice communities”
- “There is an acute necessity to improve and create more effective communication between facilities, regulators and environmental justice communities”
- “New and consistent opportunities are needed to help environmental justice communities influence decisions”

While the provides the standard socio-economic review typical of most planning documents of its kind, it is silent on the matter of cultural environmental justice. Cultural environmental justice is not always correlated with underrepresented or underserved communities, it is often associated with a history of diaspora. If a community has a critical mass in a community like Seattle, for example, the reasons are often linked to displacement and where refugees secured sponsorships to relocate and start new lives. Our country has experienced waves of displaced people coming to its shores. Many of these communities stick together, recreating home and continuing traditions while living in a larger macro American society.

I think the environmental review of the Lynnwood alternatives should be strengthened with language added that: 1) the Latvian Lutheran Church is a vital cultural center that serves as a focal point for cultural, social, and political activities of Baltic communities across the western states and Canada, 2) there should be on-going communication between the Project Office and the Baltic community, with the community invited to participate on the Communication Advisory Committee, the Business Advisory Committee for the LRT project and other project management bodies, and that 3) the Baltic Community should be directly involved in the decision-making for the proposed Lynnwood extension.

My understanding is that the leadership and members of these communities had no idea that the alternatives analysis was underway in 2010-2011, so the DEIS was a surprising and unpleasant shock. It goes to show that standard forums of outreach: press releases, public meetings, etc. are not the most effective ways of reaching today's public; intentional and innovative community engagement by Sound Transit. This is especially needed in corridors like this one where there are multiple issues and multiple actors. Sound Transit failed in this area and needs to do more to genuinely engage the communities it seeks to serve.

I-345-002Preferred alternative

First, it needs to be stated that light rail is not going to resolve the congestion issues in the project area. Congestion is likely to worsen even with the introduction of light rail. Light rail could possibly be part of a solution that includes completing the HOV lanes, introducing BRT along key corridors and on I5, and ensuring that different transit modes, including bike and pedestrian amenities, are built out and functional. I know there is some BRT in the area but it really doesn't function like BRT should (and the removal of express bus service because there is now BRT does not serve the region's riders at all.) Further, since more modes will be needed, are the proposed stations located in the right place? Will future BRT stop in the same places? Will the modes “talk” with each other to make navigating the systems easy for riders?

Second, each alternative considers only at-grade and elevated tracks. The Sounder between downtown and the airport does a little bit of everything: at-grade, elevated and tunneled. Why isn't tunneling considered along this segment of the build-out? It seems that more geotechnical analysis is in order before it is determined that one of the proposed alternatives is the best one.

Third, any alternative that takes out housing, multifamily housing, and environmental features like a restored wetland is a red flag. In the instance of multifamily housing, removing these developments to make way for light rail is an oxymoron. Light rail encourages density. In this instance, the train is taking it out.

I-345-002

The analysis of traffic conditions presented in Chapter 3 compare future traffic conditions for 2035 for the No Build Alternative (without extension of the light rail system) and the light rail alternatives as people will opt to ride light rail. Section 3.2 explains that vehicular traffic will increase in the future, but it will not increase as much under the light rail alternatives. Completing the HOV lanes on I-5 is part of the evaluation of alternatives considered in the Draft EIS because such improvements are not under the purview of Sound Transit. Sound Transit will coordinate with the transit agencies serving each of the station areas in the future, but it will be the responsibility of the transit agencies to decide on the best alternative to improve bus transit connections to the proposed light rail stations. Light rail stations will included pedestrian and bicycle facilities; see Section 3.2.5 in the Final EIS. Chapter 3 discusses bus integration in Section 3.1.2.

Regarding tunneling, the topography in the project corridor lacks major changes that would point to a tunnel configuration as the most practical or cost-effective design approach. Sound Transit's alignment policy, described in Chapter 2, reserves tunneling as an alternative only when topographic, density, lack of available right-of-way, or environmental concerns mark other options inappropriate.

It is true that the Lynnwood Link Extension Project would remove multi-family housing and impact some wetlands. Sound Transit has attempted to minimize these types of impacts to the extent possible while designing the project to address the project Purpose and Need.

The extensive traffic modeling conducted at this initial phase of the project examined travel patterns of the work force residing in north Seattle to make sure that the selected project corridor would best serve the travel needs of workers. A map of the travel patterns of the north Seattle to Lynnwood laborshed is not included in the EIS, but the

I-345-002 Finally, I have several macro suggestions:

- that you add a laborshed analysis to your review to determine if the workforce actually resides where the proposed stations are placed. It is possible to map laborsheds, Portland does this for example with planning routes, and you may not be reaching the places where the most workers reside or need to go, and
- that Sounder revisit its alternatives analysis to determine if all possibilities were really examined or not (going where you have the most right of way isn't always the best route.) It seems that they were not, especially when coupled with the reasonable assumption that the engagement during the alternatives analysis phase was minimal and passive.

I-345-003 In closing, any route that removes a cultural center of regional significance, has only five stations with negligible or minimal opportunities for transit-oriented development, and that removes housing is unacceptable. In the spirit of environmental justice where:

- Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies
- Meaningful Involvement means that:
 1. people have an opportunity to participate in decisions about activities that may affect their environment and/or health;
 2. the public's contribution can influence the regulatory agency's decision;
 3. their concerns will be considered in the decision making process; and
 4. the decision makers seek out and facilitate the involvement of those potentially affected

the impacts of the Preferred Alternative to the Baltic community and its cultural center of regional significance are unacceptable. A route, mode, or engineering solution that removes the impacts is welcomed.

If, upon further, transparent and inclusive analysis other routes prove unfeasible for technical reasons then, commensurate compensation to the center and the community for the loss or reduced functionality of its center is appropriate, as is an environmental justice grant to support collaborative problem-solving and participation in the planning process and in developing mitigation priorities of any impacts and unforeseen and unintended consequences.

Sincerely,
Karina Berkholtz

From: karin [mailto:k-rana@comcast.net]
Sent: Sunday, September 22, 2013 12:53 AM
To: 'LynnwoodLinkDEIS@soundtransit.org'
Subject: Lynnwood Extension DEIS

Thank you for the opportunity to review and comment on the Draft DEIS for the Lynnwood Extension. This email contains comments and concerns regarding the routing and analysis. For perspective, I have a degree in Sustainable Transportation and Livable Communities and worked on the design and build-out of several LRT lines in the Minneapolis-Saint Paul region and served on the Senior Staff team for the HUD Sustainable Communities Grant. I also worked for the State of Washington for 17 years leading implementation of the Economic Adjustment Initiative, a component of the NW Forest Plan, and served as Senior Planner under

analysis conducted closely examined available data to make sure the selected light rail transit corridor would best serve the metropolitan area.

Prior to starting the EIS analysis, Sound Transit performed an extensive Alternatives Analysis, which considered several routes and transit concepts. The Alternatives Analysis is located on the Lynnwood Link Extension Project website, within the document archive. Chapter 6 of the Final EIS describes the public outreach encompassing the Alternatives Analysis and continuing through the EIS process.

I-345-003

Your comments are noted. As mentioned in the response to comment I-345-001, the Latvian Church will not be displaced by the Lynnwood Link Extension because Sound Transit was able to redesign the access to that property.

Note: A duplicate set of comments was received as part of the email and is not reproduced here but is retained in the project files.

From: Ginny Harris <ginnyharris777@gmail.com>
Sent: Friday, September 20, 2013 5:33 PM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood

I-346-001 | I prefer the C-4 plan proposed by the City of Lynnwood to Soundtransit for the LynnwoodLink.

C-4 has the least impact on Scriber Lake Park, wetlands and wildlife in our area.
Also, C-4 has the least impact on businesses and residents who would need to relocate.

C-1, C-2 and C-3 are not acceptable!

I attended the Sept. 14th meeting at city hall regarding this subject.

Thank you,

Ginny Harris
5823 202nd. St. SW.
Lynnwood, WA 98036

I-346-001

Your preference for a new Alternative C4 that has been recommended to Sound Transit by the City of Lynnwood is noted. What you refer to as Alternative C4 is similar to a modified Alternative C3, which is the Preferred Alternative. Chapter 2 of the Final EIS provides a description of the Preferred Alternative.

From: Mary <brierpatch111@hotmail.com>
Sent: Friday, September 20, 2013 4:57 PM
To: Lynnwood Link DEIS
Subject: Rail station in Lynnwood

I-347-001

I attended the meeting on Sat. Sept. 14 at Lynnwood City Hall where the proposals for the location of the new light rail station was shown and discussed by the people attending. I would like to see the rail line put where there is the least disturbance to the Scriber Lake and creek areas and also to not displace homes and businesses. After reviewing the proposals and also by going by car over to see the sites I think a rail line and station can be put where there is no tearing down of homes or business buildings.

I-347-002

There was concern about the disabled not being able to get off the rail train and getting over to the buses. I think that is where the Dart buses would come in to play. The rail station can be put very close to the Lynnwood Park and Ride bus station where transfers can be made easily by walking or by the Dart bus.

I-347-003

The "C" Proposal would be the best of the proposals that we were given to consider. I understand that the fourth proposal could not be used because the rail line at this time stops at the Lynnwood Park and Ride. I would like to see the "C" Proposal used as the priority and from that proposal make modifications if they are needed.

Mary Glover

I-347-001

The Preferred Alternative evaluated in the Final EIS minimizes impacts to Scriber Creek Park and wetlands, businesses, and residents. Section 4.1 of the Final EIS discusses the project's property impacts for each alternative, Section 4.8 for wetland impacts, and Section 4.17 for parks impacts.

I-347-002

All Sound Transit facilities are designed to meet the requirements of the American with Disabilities Act (ADA). Paratransit load/unload locations will be reviewed during final design to minimize travel distance for persons with disabilities.

I-347-003

The comment names a proposal that was not part of the EIS or part of later suggestions by the City of Lynnwood. Sound Transit has developed a modified Alternative C3 as the Preferred Alternative.

From: Breezy Freimanis <breezyf@gmail.com>
Sent: Sunday, September 22, 2013 2:21 PM
To: Lynnwood Link DEIS
Subject: LATVIAN CENTER - Northgate - Sound Transit Link Light Rail

Hello,

My name is Brianna Freimanis. I am a member of the Latvian community here in Seattle and am here to voice my concerns of the impact of the Lynnwood Link Extension in Northgate on our church and community center.

The Latvian Lutheran Church is the central gathering place for friends and families of Latvians living in the area. It is used very frequently by Latvians, Lithuanians, and Estonians living in and around Seattle for functions such as church services, rehearsals, weddings, meetings, and a Latvian school, which I attended as a child.

I am a member of the Latvian folk dance group, Trejdeksnitis. We rehearse at the Latvian center every week, and would like to continue doing so as we perform very frequently and at international festivals, like the Latvian Song and Dance Festival we participated in this summer. I am also a singer in our choir, Sigulda, which performs at various festivals, community gatherings, and church services. Personally, the groups I am involved in use the center at least 2 times a week. If we lose this place to rehearse, I fear the effect it will have on our ability to continue the amazing work we do.

I-348-001 It is imperative that as construction moves forward with the Link Light Rail, we are allowed access to our center. Disrupted access or relocation of our center would weaken our community, both financially and emotionally. We have spent years re-establishing our community after the loss of our last center in the 1970s to eminent domain. We are fortunate, as a cultural group, to have recovered and maintained a place where we, friends, and family from across the country and world, can gather to celebrate our traditions. My concern is that another relocation or disruption would be detrimental to our continued cultural heritage, and perhaps would be one we may not recover from.

I fully support the Link Light Rail, and continue to hope that you will take into consideration the ongoing effects it will have on our Latvian community. Please allow us continued access to our center as you move forward with the Lynnwood Link extension project. Thank you.

Respectfully,
Brianna Freimanis

I-348-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative. Sound Transit will also maintain access to the church and center during construction.

From: Hank Landau <hglandau@aol.com>
Sent: Saturday, September 21, 2013 10:16 AM
To: Lynnwood Link DEIS
Subject: Transit

Greetings

I-349-001 | I urge you to take all reasonable means to accommodate bicycle riders on light rail and to encourage the development of safe bicycle and pedestrian routes to transit stations

My children, grandchildren and I all ride bicycles and would appreciate a safe and convenient alternative to the automobile

Thank you

Hank Landau

Henry G. Landau Ph. D.
23829 115th Pl. W
Edmonds, WA 98020
206 546 2093

I-349-001

Bicycle facilities, including bicycle parking, will be included at light rail stations and on the trains. The project will include ADA-compliant pedestrian facilities that front the station areas and roadways that are reconstructed as part of the project.

From: mattymaxus@yahoo.com
Sent: Friday, September 20, 2013 3:22 PM
To: Lynnwood Link DEIS
Subject: Options at 145th St. Station

I-350-001 | A formal request to highly consider the option that moves the on-ramp North.

It is evident that this option is more difficult to adopt due to additional logistics with the DOT.

However, I implore that it IS THE adopted option due to additional bus access to the station (distance from on-ramp will be from one side of station rather than in the middle, allowing for a more sophisticated Shoreline bus transfer location than just two bus slots).

Another important item to consider is the reduced need to acquire the properties on the South side of 148th St., as well as reducing the negative effect of the properties on the North side of 148th St.

I thank you for reading this email, and I sincerely hope that these comments are deemed sound enough to warrant serious consideration.

Sincerely,
Matthew Alan Maxwell
(Life long resident of 145th impact area.)

What great thing would you attempt if you knew you could not fail?
-Robert H. Schuller

I-350-001

The Preferred Alternative moves the on-ramp to the north, which you indicate would be your preference. See Appendix F, Conceptual Plans, of the Final EIS. Section 4.1 and Appendix I-4.2 discuss the project's property impacts.

From: Jerry Rice <jrice300@outlook.com>
Sent: Saturday, September 21, 2013 6:57 PM
To: Lynnwood Link DEIS
Subject: Draft EIS comments

To whom it may concern:

- I-351-001** | I live on 148th street across from the proposed parking garage. As it stands at this point our property will not be taken. I have concerns about my ease of access to my home on this dead end street during and after construction. It s my understanding that there will not be a traffic light to regulate traffic in and out of the garage with both the entry and exit on my street. I understand Seattle is doing all this without parking garages. If "no garages" is going to work for Seattle why not Shoreline? If we are beating a dead horse on this, I feel the less of evils is alternative #2 as proposed. Another concern I have during the construction phase is the hours of operation. Will the construction noise levels be lowered during the overnight hours? And if so, to what degree?
- I-351-002** |

Jerry & Carol Rice
330 NE 148th St.
Shoreline, WA 98155
206-364-7342

I-351-001

Please see the Final EIS Appendix F, Conceptual Plans, for specific details on the NE 145th Street Station. The ingress and egress to the parking garage will not be located on NE 148th Street.

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

I-351-002

For construction, the local construction noise ordinance will be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Sound Transit would work with residents and businesses to minimize construction noise impacts.

For nighttime construction, some aspects of which could be needed due to the heavy volumes of traffic on I-5 and other arterial roads, a noise variance would be required from each of the cities where construction would be performed. During that time, Sound Transit will work with the local jurisdiction to arrive at construction specifications that minimize construction-related impacts to nearby communities. However, this would likely affect trucking or hauling activities, rather than the on-site work needed to build a garage or the station.

I-352-001

Your comments stating your support for a light rail transit station to be located at NE 145th Street is noted.

From: Tom P <tommpoi@hotmail.com>
Sent: Sunday, September 22, 2013 12:54 PM
To: Lynnwood Link DEIS
Subject: Comment on the draft DEIS

Sound Transit DEIS Comment:

I-352-001

I support locating Shoreline's southern Sound Transit station at the 145th street site. I prefer this location because fewer homeowners will be negatively affected there than would be at the 155th option. This is because the Jackson Park Golf Course and Lakeside School would be on the southern side of the station, not family homes. Neither the golf course nor the school would be negatively affected by that station. I am sure almost all people who bought homes in Shoreline did so because they like it as is and want to keep it that way, not to be bought out by developers or live in a high density congested area surrounded by apartment houses. For the common good Sound Transit should take those homeowners into consideration, and doing so would not negatively affect Sound Transit. For Sound Transit to succeed, the bulk of your riders will come from the entire region, not from the removal of single family homes and densification of small areas around your stations. I do not believe you will gain significantly more riders by choosing the 155th St. location over the one at 145th St. In addition, it should be much cheaper for Sound Transit and all government agencies to upgrade the infrastructure around the 145th St. exit, which is what most of your riders will use to access your station.

Again, I support locating the station at 145th street. Thank you.

Tom Poitras

From: darcy niedermeyer <darcymn@yahoo.com>
Sent: Saturday, September 21, 2013 8:44 PM
To: Lynnwood Link DEIS
Subject: DEIS comment

Dear Sirs,
Please accept this email as a comment on the Lynnwood Link Extension project.
Name: Darcy Niedermeyer
Mailing address: 13330 3rd Ave NE, Seattle, WA 98125
Property address: 147 NE 116th St, Seattle, WA 98125

This property is on the east side of 15, next to the 117th St overpass as it becomes 1st Ave NE.

I-353-001 This comment is concerning Segment A, Northgate to Shoreline. There are 6 Alternatives to consider. Here are my opinions as they relate to the property at 147 NE 116th st, and the livability of that home.

A1 keeps the light rail away from the home and away from the neighborhood. It also preserves more homes in the neighborhood, with out having to purchase and relocate many local residents. This option keeps the rail the furthest possible from the neighborhood. With a planting buffer, this keeps this small neighborhood livable. This is my preferred option.

A3 (A7 & 11) & A5 (A10) both have the rail line running on my property line, with no buffer. This puts the rail 12' from the bedrooms of the home. This would be a major impact on the quality of life for living in this home. With the light rail running 20 hr a day, this will impact the people occupying the home for the next 50 years. It will also diminish the value of the property for resale, with no compensation from Sound Transit.

Thank you for your time in considering this comment.
Darcy Niedermeyer

I-353-001

Your preference for Alternative A1 is noted. The Preferred Alternative for this project includes Alternative A1 with modifications. The Preferred Alternative at your location would have a wall between the tracks and residences. See Figure G-13 in Appendix G of the Final EIS for an example.

From: Dagnija Johnson <dagnijajohnson@msn.com>
Sent: Sunday, September 22, 2013 1:40 PM
To: Lynnwood Link DEIS
Subject: Draft EIS Comment re: Seattle Latvian Community Center & Church

I-354-001 The Latvian Community Center and Church play a vital role in keeping the Latvian language and culture alive. Saturday School is well attended by students up to the 12th grade. The students learn the language, customs, songs etc.. We have an annual garage sale which, in addition to being a fundraiser, brings neighbors from far and near to purchase many Latvian baked goods. And buy high quality garage sale items. The majority of the attendees are repeat customers. Our Christmas Bazaar also brings repeat customers, some from as far away as Whidbey Island, Tacoma and Portland. This event offers the opportunity for the Saturday School parents to raise funds to keep the school viable. Also, the customers may purchase hand-made goods, jewelry and baked goods. Thus bringing our culture to many people.

Our dance troupe utilizes the Center for practicing, as well as performing. They raise funds through their performances so they can represent the Seattle Latvian Community at Latvian Song/Dance Festivals in North America and abroad.

The Center hosts a fund raiser to support the Baltic Studies program at the University of Washington. The program includes Latvian, Estonian and Lithuanian studies.

The Church services are well attended and have an English language service once a month. Thus not excluding those who do not speak Latvian. They also have Sunday School for youngsters and Bible study sessions.

Our Center is not only for Latvian events, but is open for Estonian and Lithuanian events such as their independence day celebrations. They also participate in events hosted by the Latvian Community.

The current site has been home for many years after being displaced from the Wallingford location in 1969. It would be a major financial impact to our community if we need to start all over again. Also, many of our population are elderly. A move may affect their ability to get to an unfamiliar location. The caretaker and her family live in a house on the property, the proposed change will disrupt an entire family.

There are many negative impacts to the Latvian Community if the Sound Transit proposal is approved. Please take these in to serious consideration before making a decision.

Thank you

Dagnija Valdmanis Johnson

I-354-001

Your comments about the importance of the Latvian Church and community center to you is acknowledged. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Renee Laigo

1116 NE 195th Ct. Shoreline, WA 98155 206-306-1021

September 22, 2013

To: Sound Transit Board Members
Re: Lynnwood Link Ext. Preferred Alternatives

Here is my wish-list for the 185th St. station and remarks for the preferred alternative south of the station. I grew up in Shoreline and live ½ mile (20 min walk) from proposed station. I drive through all proposed station areas on a daily basis.

I-355-001 | 185th St. Station Option #1

- At Grade
- Parking Garage on West Side with good lighting and emergency call stations
 - (Much less of an eyesore and more conducive to community development on east side)
- Covered walkways from garage crossing 1-5
- Pedestrian safety for crossing 185th from South side of 5th must be considered. Is it possible to have a station entrance on South side of 185th?
- Also Kiss-n-ride as conceptualized seems to be in poor proximity to intersection for merging
- Prefer design details reflective of natural environment as opposed to any one ethnic group, with exception of Northwest Native American
- It is hoped that when 5th avenue is re-aligned that mature trees to the east can be preserved as our mature trees define our area.
- Station design to promote ability to have community open space as this is currently a walking community and we anticipate further transit oriented development
- Bike lockers and water fountains.

If 145th station is chosen I advocate for OPTION 1. I am highly concerned re: bus pedestrian, and general traffic surrounding this intersection. The North placed parking garage seems to be a safer option so that garage and bus turn around entrances and exits be off 148th st. rather than directly on/off of 5th avenue. In the second option you have the garage exiting where the lineup to the northbound on ramp is making Left turns impossible from the garage. However, even with Option 1 I think more can be done for making more room for busses to have a loop on the first floor of the parking garage that is a separate entrance from cars etc. So travelers coming from East, West and South of 145th do not have to cross highly busy streets. It will likely be safer for the 1-5 Northbound ramp traffic. Also the Kiss-n-ride/paratransit area right on 5th seems like a difficult place to merge. Covered Pedestrian walkways in plaza area to S. of garage, maybe translucent of some sort, would be desirable in our climate.

I-355-002 | I notice most of the board members live on the East side and that you will have a video tour of the proposed station areas, but have found in my own consideration of optimal station areas it is helpful to walk/drive around the proposed station areas to get more of a feel. For instance if your goal is to increase pedestrian ridership there are more

I-355-001

Your desired improvements for the NE 185th Street Station are noted. Many of the items listed are included in the current design such as, at-grade, parking garage on the west side of I-5 and bicycle parking. See Appendix F for the current design of this station.

I-355-002

Your comments about to the proposed light rail transit stations at NE 130th, NE 145th, and NE 155th Streets are noted. Your preference for the NE 145th Street Station Option 1 is noted. The station design at NE 145th Street for the Preferred Alternative has been revised since the Draft EIS; see Appendix F of the Final EIS for the current design.

The current design has the entrance/exit for the parking garage on 5th Avenue NE, not NE 148th Street. Also, the kiss and ride area is not located right off of 5th Avenue NE.

As your comment suggests, there are trade-offs and pros and cons at each of these locations. Station analysis indicates that ridership will be similar regardless of the station locations; see Section 3.2.2 of the Final EIS.

I-355-002 | homes within a 15 min. walking radius (I walked it!) around the 155th st. station vs the 145th St. station. Diverting increased bus traffic to 155th may be better than the already clogged 145th area. Driving on 5th Avenue near 145th will give you a better sense of traffic. I don't envy the decision you have to make re: 145th vs 130th and/or 155th st. stations. I would say that 130th provides easier access for more low income homes concentrated in that area and connects the Lake City and Bitter Lake areas to lightrail, but your materials seem to suggest that people in those areas would take the bus south to the Northgate station.

Thank you for you enormously detailed DEIS. I look forward to participating further as station design progresses.

Sincerely,

Renee L Laigo

From: Tija Iles <tija.iles@gmail.com>
Sent: Saturday, September 21, 2013 10:40 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

I am writing to voice concern over the proposed plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, specifically as it pertains to the Latvian Church and Community Center.

I-356-001 I have been a long time user of Sound Transit and always support the growth and expansion of mass transit. While I believe the extension of the Light Rail system would be a valuable asset to the greater Puget Sound region, I urge the board to carefully consider the impact on the local community in drafting the proposed line.

As a member of the Latvian community, I primarily use the Latvian center for dance practices, fundraisers, and performances with the folk dance group Trejdeksnitis. Our group is very active in the larger community, regularly performing at Folk Life, Yule Fest, and the Seattle Public Library's "Baltic Rites of Spring" program. Through the support of the local community, our group has been able to travel all over the United States as well as to Latvia to participate in the UNESCO recognized Latvian Song and Dance Festival, as recently as this summer. I take great pride in being a member of this group as we are widely recognized as being one of the top dance troupes outside of Latvia.

Having the ability to participate in this group through the use of the Latvian Center has been essential in keeping me connected to the larger Latvian Community. Sometimes multiple times a week I find myself commuting to Seattle from my home in Tacoma to participate not only in dance activities, but also to attend or volunteer at special events or fundraisers, including our yearly Christmas Bazaar and Spring Rummage Sale. The Latvian center hosts many events such as this that are enjoyed and celebrated not only by the Latvian community all over the Northwest, but also by the larger Seattle community.

I am also a graduate of the University of Washington's Baltic Studies program. The use of the Latvian community center is vital to my undergraduate program. It provides a host for many important lectures, visiting speakers, and events, including hosting the Latvian President this upcoming Sunday. As the local Estonian and Lithuanian communities have no cultural centers of their own, they have built a strong relationship with the Latvian community and have shared use of our facility since its inception. The Latvian Church and Community Center is an irreplaceable home base for all members of the Baltic community to connect, as well as a place for the Seattle community to celebrate three often overlooked cultures and heritages.

The loss of home is not a foreign concept for the Baltic community, considering that our local community was founded by members who were forced to flee their homeland and settle in the Seattle area in exile. The preservation of our heritage is of utmost importance to this community,

I-356-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-356-001 | and the Latvian Church and Community Center has been an essential part of that preservation. I urge the Sound Transit board members, engineers and planning committees to find a solution that does not once again force us to lose what we've worked so hard to build and maintain.

Thank you,

Tija Iles

8509 57th Ave E

Puyallup, WA 98371

From: Erik Ruis <erik.ruis@gmail.com>
Sent: Sunday, September 22, 2013 7:43 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

Sound Transit DEIS
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

Re: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

Dear Ms. Swift,

I-357-001 I wish to add my voice to the many concerns you must have received over the proposed plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, along the east side of I-5, with potential devastating effect on the Baltic community in Seattle and beyond.

I was born and raised in a Latvian family in Seattle. A huge part of my childhood and youth were spent at the Latvian center, where there was always something going on: Latvian school on Saturdays, church on Sundays, folk dancing, choir, crafts groups and so on. I remember pitching in as a teenager on volunteer weekends to help build the church and center. Next to me were other teenagers, pensioners, people from all over the Northwest. One big family doing their best to build a home for future generations to be able to preserve and honor their heritage.

As it happens, I have now lived most of my life in Europe, away from Seattle -- but not really ever away from the Latvian center at 11710 3rd Ave N.E. Over the years, I have always managed to return there for family events -- weddings, milestones, and funerals. I celebrated my own marriage there and attended the funerals of both of my parents. In short, I could not begin to imagine my family's life without the Latvian church and community center, which are now under such grave threat. To me and to many others these are not just buildings on a piece of land. This is a major part of us.

Surely there must be a way to develop modern transportation networks without crippling a community that brings a cultural richness to the diverse mosaic that is the strength of Seattle and, indeed, the USA. Please consider these very human factors as you continue to evaluate the impact of the proposed plan. Thank you.

Sincerely,

Erik Ruis

London

I-357-001

Thank you for expressing the importance of the Latvian Center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Yoshiko Saheki <bczbczbcz@msn.com>
Sent: Sunday, September 22, 2013 7:26 AM
To: Lynnwood Link DEIS
Subject: comment on DEIS

I-358-001 | I am opposed to parking structures at proposed stations on 145th and 155th in Shoreline.

Light rail through Shoreline is suppose to curb automobile use. However, any parking lot invites automobile use. By building a parking structure, you are encouraging commuters to drive through the surrounding neighborhoods of the station to get to the station. To make light rail more environmentally friendly, you should instead be promoting walking, biking or taking the bus to the station, not driving a car. Moreover, a parking structure would blight the neighborhood of the light rail station. Who wants to live near a parking structure?

As I understand it, there is a city ordinance in Seattle that prohibits creation of new parking lots. Shoreline has no such ordinance. Given the proximity of the proposed stations to Seattle, a parking structure would attract a significant number of Seattle commuters. There is something unfair about this and the impact will be borne entirely on the Shoreline neighborhoods surrounding the new station, whether that is on 145th or 155th.

Yoshiko Saheki
2349 N 147th
Shoreline, WA 98133

I-358-001

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

I-359-001

Thank you for your comment stating your overall support of the Lynnwood Link Extension project and your particular support for the A5, A7, A10, and A11 alternatives.

From: Julia Deak Sandler <juliadeak@gmail.com>
Sent: Sunday, September 22, 2013 9:16 AM
To: Lynnwood Link DEIS
Subject: Proposed stations for lynnwood extension

Hello,

I-359-001

I am a resident of the olympic hills neighborhood of seattle, and I am very excited about light rail coming here to the north end! I urge you to complete this project as soon as possible so that we can decrease congestion on I-5 and make our city cleaner and more walkable. To that end, I would advocate for a stop at 130th St and Roosevelt Way, which is a large, walkable intersection served by the 41 bus and near high density housing and some retail.

So I would like to see option A5, A7, A10 or A11 implemented.

Thank you.

Sincerely,

Julia Sandler

1714 NE Brockman Place

Seattle, WA 98125

--

Julia Deak Sandler, PhD

Extension Lecturer

Univ. of Washington Int'l & English Language Programs

phone: 206-522-5578

From: Shane Valle <shane.valle@gmail.com>
Sent: Sunday, September 22, 2013 8:28 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link DEIS comments

Hello:

I-360-001

Aside from my complete disagreement with the choice to site the Lynnwood Link alignment in the same right of way as I-5 (I'm guessing the potential cost of land acquisition was the determining factor - kind of short-sighted when considering this is intended to be a regional rapid transit system to last a century), which serves a market already served by I-5 instead of serving a new market and/or creating a new market via development, I have only one bone to pick with the design. I listened to the entirety of the "tech talk" on the 13th and I still can't figure out why the potential for development in surrounding station areas has not been maximized. The immediate station areas are slated to include a parking garage and not much else. Parking lots are not inherently bad. However, rail transit has a unique ability to move large amounts of people in and out of an area without the negative impacts automobiles bring. The impacts include but are not limited to constant noise, pedestrian safety concerns and the large allocation of space required to store and move automobiles which has no alternate use. These aspects negatively impact the environment that pedestrians find safe and comforting. To create the sustainable, dense and walkable nodes that rail transit enables it is imperative that the station area be as welcoming to pedestrians as possible. Every single rapid transit rail station is an opportunity to flip the paradigm that rules in the suburban Puget Sound - where the basic unit of design can again be the pedestrian instead of the car.

With the given alignment choice it will already be an uphill battle to get dense, pedestrian-oriented development in the immediate station area but that doesn't mean there shouldn't be a push for it. How about consolidating the park and rides and placing them at just a few locations? Make them larger and site them at the stations that have the least potential for non-automobile-oriented development. Depending on the aim of the park and ride (to take motorists off of I-5 as they approach the station and take the train into the city or divert motorists that normally travel to I-5 via surface streets and then into the city)

I-360-002

I was shocked when during the meeting the question was asked if there was a "preferred alternative" among the board and the answer was no. As a planning and capital project agency ST should have a pretty clear idea of what the "best" system looks like and have rational reasoning to back it up instead of fearing public backlash for having such a position. Public input should be an important part of planning for establishing what is valuable but planners and engineers are brought in to think in a broader sense, both spacial and temporal. Leaving such decisions up to the public is slightly reckless. I would like to see a preferred option and then a discussion about that.

I-360-003

This wasn't supposed to turn into rhetoric-spewing, a sermon or a lecture. It's just frustrating to see great opportunity squandered while taxpayers pay a premium for it. Should this extension of Link prove to be nothing more than train stations and parking lots to access them I am afraid the project will accomplish little more than adding a few lanes to Interstate 5. What is currently being planned

I-360-001

Please see Chapter 2, Sections 2.6.1 and 2.6.2, for a discussion of the environmental, transportation, land use, and other factors that led to alternatives along I-5. As Section 4.1 of the EIS explains, using I-5 right-of-way reduces the amount of private property acquisitions.

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

Sound Transit's transit-oriented development policies support such development around its stations, with Sound Transit working in partnership with local jurisdictions and potential developers. However, local jurisdictions control the land use decisions that ultimately determine what kinds of development can occur.

I-360-002

Agencies often do not have a Preferred Alternative identified during the Draft EIS evaluation stage because the Draft EIS is the first time all the potential impacts of a project are presented to the public and decision makers. The Preferred Alternative is identified in the Final EIS.

I-360-003

Your comments about the Lynnwood Link Extension are noted. Chapter 6 of the Draft EIS provides an overview of the public outreach activities and methods for this project.

I-360-003 | will constitute a commuter railroad that sees limited use outside of peak hours. I understand that ST has to look out for many interest groups but the future of our region should have immense weight when considering the design details of a project that will not be fully-realized for 10 years and will have an indelible affect on the spacial composition of our region for decades afterward.

Last but not least, thank you! Keeping a pulse on public sentiment around a large project is no small task and I can't even begin to fully appreciate all of the measures taken to make sure as much of the public is engaged as possible. I am curious about all of the different ways you field public input and how you weight it and how it shapes a project. Is there any more detail you can provide about the process than what is on the web site?

Thank you so much!

--

Shane Valle
University of Washington '14
Civil Engineering
School of Music

Save The Seattle Latvian Center

I-361-001 I was born in Milwaukee, Wisconsin to Latvian and American parents. My parents were instrumental in my developing a keen interest in my family heritage, both American and Latvian.

I am a proud US citizen. I am also proud of my Latvian heritage.

I moved to Seattle in 1978, when I was 21 years old and discovered the Seattle Latvian Center and Church in the early 1980's when I started attending the annual Christmas Bazaar (held each year in early November). It satisfied my hunger for the taste of the foods and the sound of the Latvian language of my Latvian mother and her parents.

I joined the Seattle Latvian Folk Dance Group Trejdeksnitis (tray-decks-neet-iss), in 2002 and have been a member ever since. We rehearse in the wonderful hall at the Center each week for 3 hours from September through June or July. We are able to learn and share the richness of Latvian music and dance by performing at key events in the Seattle Latvian community as well as for local community events (NW Folklife Festival), at the North American Latvian Song and Dance Festivals, and of course, the epic Latvian National Song and Dance Festival in Riga. This summer, we had the thrill of participating in the Song and Dance Festival and joined the largest group of participants in the history of the Festival (over 40,000 singers, dancers, musicians and artisans) due in large

I-361-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-361-001

part from the support and guidance of the Seattle Latvian Community Center and its numerous organizations. Being able to be a part of something so culturally significant is something younger generations should be able to look forward to. Trejdeksnitis (tray-decks-neet-iss) has been in existence since 1962 and there would be a huge void if its Latvian Center home no longer existed.

Because I see the importance of learning and sharing cultural heritage, over the years my involvement in the Seattle Latvian community has deepened. I have studied Latvian language at the UW Baltic Studies Program, which has strong ties to the Center. My daughter attended the Latvian Saturday School here for 2 years and joined me in the dance group for 4 years.

I have been singing with the Latvian Vocal Ensemble Sigulda for the last 2 years. This wonderful collection of singers, and our dedicated director, rehearse at the Center weekly (in the hall or church) and perform for church holidays and important cultural gatherings.

I volunteer for events and fundraisers as I can, to support the hard working, dedicated and resilient people that are the roots that keep the American-Latvian community alive.

This Center is a beacon for Latvian-Americans in the Pacific Northwest, and needs to continue to act as a central hub. It needs to be a hub for social and cultural gatherings, to provide people with the opportunity to network with one another, allowing experiences and information to be passed around. The sharing of ideas is arguably one of the most important facets of a progressive society as it promotes collaboration amongst people and helps define what is commonly called community.

I-361-001

The unity of the Latvian community has played a huge role in preserving its culture over time.

The Seattle Latvian Center needs to remain as a beacon of culture, especially as younger generations may find the need to become educated about their heritage.

Sincerely,

Sandra A Vetter

2315 NE 89th St.

Seattle, WA 98115

206-930-8326

svetter@seanet.com

September 22, 2013

Dear Sound Transit Board,

I submit the following letter of comment concerning the Draft EIS report Sound Transit prepared for the Lynnwood Link Extension project.

I-362-001

As a resident in the general vicinity of the 185th St Station (approximately ¼ mile west of the station and just N. of N. 185th St.), one of my major concerns is accessibility to the station by means other than the automobile. The station and train route will obviously have the most visual and auditory impact to those residents living adjacent to the sites. On the other hand, the congestion that comes with increased traffic flow to and from the station will have an impact to all the residential neighborhoods surrounding the station.

Transit service and connectivity, as well as safe pedestrian and bicycle routes need to be prioritized in the station area planning. This should include:

- Covered walkways, bike lanes, and dedicated transit lanes as part of the rebuild of the NE 185th St. bridge on I-5.
- Promote pedestrian safety and access by building sidewalks to/from the station
- Parking should be provided as part of the station, but the number of parking spaces should be carefully considered. Build too many, and single occupancy vehicular traffic will be encouraged. Build too little, and residential streets may be over run with station parking. I am a proponent of a 300 car capacity parking garage on the west side of I-5 along NE 185th St..
- Add appropriate traffic control devices and/or design elements to promote safety for commuters, neighborhood residents, and vehicles at the redesigned intersection of NE 185th St (as shown in Option 1).
- Transit access loop turning into the station from 8th Ave NE and exiting the station via NE 185th St (as shown in Option 1).
- An at-grade train track and center platform design as shown in Option 1. At – grade is preferable over the visual and auditory impact of an elevated train.

I am concerned that the N. 185th St. station could become a large Park and Ride facility, when it should be so much more. The station will be a large physical presence in the community. As such, its design elements should support the surrounding community in order to mitigate the visual and sound effects of the station and train route. These design elements should include:

- Architectural and artistic elements to the station building and surrounding area to create a station that is aesthetically pleasing and reflective of our community's cultural diversity.
- Locate the parking garage on the West side of I-5 along NE 185th St (as shown in Option 1). This parking garage could help with the parking needs of large sports events such as the high school football games and soccer tournaments
- The station design should include public gathering places to enjoy music and mingle with friends. Provide inside and outside public gathering places. Include a

I-362-001

Your comments about the NE 185th Street Station design are noted. Appendix F, Conceptual Plans, contains Sound Transit's current design for that station.

The light rail stations will have pedestrian, bicycle, and transit facilities to support and encourage multi-modal access. The project will construct ADA-compliant pedestrian facilities fronting the station areas and along roadways that are reconstructed for the project.

Design elements of the station and parking garage will consider the context in which the light rail facility is located. However, the final design of the station will focus on providing the necessary features of a light rail station.

Station parking facility sizing balances the need for parking supply with other good multi-modal connections in order to serve the needs of the region as well as local communities. Sound Transit promotes multi-modal access to their stations by including pedestrian and bicycle facilities, including bicycle parking, and by integrating bus and paratransit.

I-362-001

solarium with bright light, public art, plants inside and an outside gathering place to rest, eat and meet your neighbors and enjoy the music of buskers.

I-362-002

Shoreline, like so many other communities in the Pacific Northwest, prides itself on our parks, tree-lined streets and a heightened environmental consciousness. A few years ago we increased our property taxes in support of our parks and green spaces. Protection of our tree canopy is a community priority. The Lynnwood Link Expansion project will necessitate the removal of trees along the train route. The station site itself will also create more paved surfaces. To mitigate the loss of trees and vegetative cover, Sound Transit should:

- Preserve as many of our mature trees as possible
- Replant the areas disturbed to restore and maintain our “urban forest”
- Incorporate public green spaces adjacent to the train station area
- To mitigate the removal of CO2 sequestering services of mature trees and increased paved areas, incorporate green roofs in the station area design
- Wherever possible, use permeable pavement to minimize the overall increase of impermeable surface areas and its effect on surface water management.

Respectfully submitted,

Barbara Guthrie
18531 Ashworth Ave N.
Shoreline, WA 98133

I-362-002

Sound Transit will preserve as many mature trees as possible, and replant disturbed areas. The incorporation of green roofs could be incorporated in the design, but that decision would be made during final design.

Sound Transit requires all projects to consider low-impact development (LID) methods, such as permeable pavement, as a first choice for stormwater treatment (Design Criteria Manual, July 2012). Sound Transit will evaluate the feasibility of permeable pavement throughout the project area.

Astrida R. Blukis Onat

2001 E. Lynn St. Seattle, WA 98112 USA
tel: 206 324-4365
email: astrida@comcast.net

MEMO: September 22, 2013

To: LynnwoodLinkDEIS

From: Astrida R. Blukis Onat, PhD

Re: Latvian Center

Prior retiring my company - BOAS Inc. - from active cultural resource work, we had the opportunity to serve Sound Transit as a contractor on the main Link Light Rail project. It was overall a positive relationship and I have always supported public transit, as a concept and personally.

I-363-001

Little did I expect that the Sound Transit project beyond Northgate would negatively impact the heart of the Latvian Center, a place that is the core of the Latvian American community in Seattle, a community of which I am a part. As an anthropologist, I have worked with many communities as they have struggled with forces that are a constant threat to their existence. The current interaction between Sound Transit and the Latvian Center community (including American of Latvian, Lithuanian, and Estonian descent) is not unlike others I have worked with. Except this time it is happening in the context of my own ethnic community,

Community centers of various ethnicities are often the key points of contact between members of a specific community as members strive to maintain an ethnic identity. This process of retaining identity while becoming a part of the American fabric is an important aspect of our larger society. You will undoubtedly be getting many letters detailing the significance of the Center from individuals and institution to whom it is of great and sustaining importance. I would like to add my name to that of my fellow American of Latvian descent. Please do seriously reconsider alternatives to the impact your current plan will have on this community.

If I can be of any assistance in this process, please let me know.

I-363-001

Thank you for your comments describing the importance of the Latvian Center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Eduard Raisters
5436 17th Ave SW
Seattle, WA 98106

Sound Transit DEIS
Comments c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

RE: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Avenue N.E., Seattle, WA 98125

Dear Ms. Swift,

I-364-001

I am writing this letter out of concern for the impact of the Lynnwood Link Extension on the Latvian Church and Community Center located at the above address. As it is currently slated, any of the link options provided in the DEIS by Sound Transit will severely limit, if not bar, access and use of the community center that is home to many, and that simply cannot be allowed.

This center is home to more than just a church, it is also the local hub for all Baltic (Estonian, Latvian and Lithuanian) communities and their respective activities. Much of my life has been spent at the Latvian Center, including but not limited to: Saturday morning Latvian language school, Sunday church services, dance practices for the local folk dance ensemble "Trejdekašņitis" and confirmation classes. This church and center has seen the beginnings of many new lives, as well as the final farewells for others. These activities have had a profound impact on who I have become as a person, and continue to shape the youth of the Latvian American community here in Seattle. I am concerned that limiting access and use of the Latvian Center during and after construction will have an unfathomable impact on the Latvian community as a whole. In 1969 our first Latvian center in the Wallingford area of Seattle was acquired by eminent domain for the construction of a park. This was perceived by the Latvian community as an opportunity to construct the very center that is now threatened by the Lynnwood Link Extension. From 1969 to 1972, when the construction of the new center was completed, the Latvian community had a difficult time keeping the church, school and cultural activities operating in various rental spaces. This time around relocation cannot be an option, as many families have moved to the area in order to be proximate to the center.

Even if access and use of our center is barred only for the duration of the construction of the link, it would have a devastating impact on our community, especially the youth who are currently learning what it means to be Latvian. Without a home for our Latvian community during those years, I feel that there could be an insurmountable decline in community participation and engagement in cultural activities. I urge Sound Transit to continue to explore different options in the engineering and construction of this link segment that would not impact this center as drastically as it is currently slated to.

I thank you for taking the time to read my comments and concerns, as well as those from other members of the community. I sincerely hope you come to recognize the grim situation we currently find ourselves in.

Sincerely,



Eduard Raisters
Project Lead, The Gear Works, Seattle

I-364-001

Thank you for your comments describing the importance of the Latvian Center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

From: dzommers@q.com
Sent: Monday, September 23, 2013 3:27 PM
To: Lynnwood Link DEIS
Subject: DEIS comment etter

Sound
Transit
ed September 23, 2013
Draft EIS
Comments
mitted via Email
c/o Lauren Swift

Dat

Trans

Re: Lynnwood Link DEIS/Seattle Latvian Lutheran Church and Community Center

I-365-001 This letter concerns the Lynnwood Link DEIS issued July 26, 2013, involving the Seattle Latvian Church and Community Center located at 11710 - 3rd Ave NE.

Much has already been said about the Latvian Church and Center and its impact not only on the Latvian community but other Baltic communities and perhaps even other small countries no one seems to know much about. Since from 1950 and on I witnessed many of the events leading up to today's crisis so I believe I can relate some of the thoughts, feelings, and most of all, determination, behind building this Church and Center.

Those of us lucky enough to emigrate to America clearly understood our good fortune. After all, we had just escaped our homeland feeling pretty lucky being still alive, spent years as refugees, and once here, spent years looking for family members who, as it turned out, had not been so lucky. Very quickly it also became clear that there was a very energetic effort in place to delete the very country of Latvia and its language off the map, off the face of the earth. Against their will Latvians were scattered throughout the vast Soviet Union and other ethnicities were imported (usually against their will) to Latvia. Seeing and hearing this, we, the lucky ones, felt obligated to prevent the Soviets from accomplishing their goal. Besides, we now lived in America..

Naturally, this early on, language was a barrier so the Latvians migrated toward each other for company. I still remember the many, many discussions around the dinner table comparing, telling and retelling each other's stories, experiences. At the same time it became obviously necessary to include others outside our personal circle of friends but with the same background which eventually led to the forming of the church. That was done but we had to use other church facilities for our services. Eventually as families settled in, got jobs, paid off their emigration and education expenses (most were educated but without US credentials) the next step was to

I-365-001

Thank you for your comments describing the history of the Latvian community in the US and in Seattle, and the Latvian Center's importance to the community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

I-365-001

acquire a church and center of our own. I believe our first church and center at 43rd and Densmore (and how we lost it) has already been thoroughly discussed.

The 43rd and Densmore matter was a huge setback, left us with very little money, and begging and pleading for other facilities in order for us to continue our activities. It must be said there were many, many helping hands in that regard but we still did not have a home of our own.

In time a property was found, donations and personal loans made and eventually we commenced building our "Latvia in Exile", still with the determination that we would not be wiped off the face of the earth. This "Latvia in Exile" purposefully was designed and built to handle all sorts of activities, activities to maintain and teach our language and culture (and have some fun as well). Large and small spaces were provided for innumerable activities, many focused on teaching our children about our heritage. There were classrooms, meeting rooms, a large kitchen, a large hall with a stage and one that could be used for dances, balls, and large meetings. I must point out here that these dances were family affairs attended by grandma, grandpa, mom, dad, the teenagers and even the little kids. They were all generational and, on a personal note, great fun.

A somewhat unexpected outcome of the Church and Center is that it has become our day by day, nail by nail living history of us all for the past 65 years. The moment you walk onto the property you see evidence of who did what, when. We see the work of an uncle (now deceased, but remembered) who did the landscaping, we see the work of a father, grandfather or even great-grandfather who worked on the roof, we see the building a father, and now grandfather, spent hours, days, weeks to design (during his "free time") all with the goal of leaving something for his family and their future. It is a walk down memory lane for those of us who knew these people, but more importantly it is a living monument of the work done by the parents, grandparents and great grandparents who first lost everything, started over, started over again, and then over again until they finally prevailed.

No spanking brand new building will ever replace this facility. Mitigations you promise and swear by will do nothing but, in time, make the place so unpalatable that eventually people will stop coming (Christmas Eve candle light service with trains zooming by every couple of minutes?). In essence, what the Soviets could not accomplish Puget Sound Transit will - all under the guise of fairness and freedom for all.

Dzintra A. Zommers
5341 Ruby Way NE
Bainbridge Island, WA 98110
dzommers@q.com

The building was built without asking for any handouts or favors from the government or any other entity whatsoever. It was built solely with the community's own labor. Vacations were given up as were weekends and holidays.

Sound Transit DEIS
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA, 98104
LynnwoodLinkDEIS@soundtransit.org

Re: Sound Transit Light Rail system impacting the Seattle Latvian Lutheran Evangelical Church and Seattle Latvian Community Center at 11710 3rd Avenue NE, Seattle, WA, 98125

Dear Ms. Swift,

I-366-001

I am writing to you today to add my voice to the many concerns regarding the Lynnwood Link extension of the Sound Transit Link Light Rail system along the eastside of Interstate-5. This extension of Light Rail Link will have devastating effects on not only the Latvian community of Seattle, but the Baltic community of the Pacific Northwest.

While I did not grow up in Seattle, as many of the people you have been hearing from did, I spent a great deal of my adult years there, with the Latvian Community Center as the epicenter of my activities. I have spent countless hours singing in the Latvian women's choir, dancing with the Latvian folk dance group, teaching Latvian school, worshipping at our church, meeting foreign dignitaries, and celebrating the many milestones of my ancestors at our Latvian Community Center. I have met and befriended people from all around the world- from students who are now teachers, to pensioners who have told the most amazing first-hand stories of life in Latvia, to the best friends anyone could ever ask for.

Though I have spent much of my life away from the Seattle Latvian Center, I have never felt closer to it. The Latvian Community Center has been part of my life for over 20 years. I simply can't imagine a Seattle without this institution. The level of activities and pride in the Seattle Latvian Center are greater than ever before. If the Latvian Community Center were to cease to exist, the impact would be devastating and demoralizing to our community. The loss would extend to social, cultural, religious, educational, and developmental activities.

I urge the Sound Transit board members, engineers, and planning committees to find a solution that allows the Latvian community to retain its present property and location in a way that maintains its viability. If our community should be forced to relocate itself, for the second time in forty years, it would be an insurmountable challenge.

Thank you for your consideration. I truly hope a reasonable solution can be found.

Sincerely,

Dina Alita Kancs
dinaalita@gmail.com

I-366-001

Thank you for your comments describing the importance of the Latvian Community Center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

23 September 2013

Sound Transit DEIS
401 S. Jackson Street
Seattle, WA 98104

Comments on Lynnwood Link Extension Draft EIS

Attention: Lauren Swift
Via email: LynnwoodLinkDEIS@soundtransit.org

Dear Ms. Swift:

This letter is written in support of the I-5 Light Rail alternative based on ridership (5.9 million new riders/18.5 million riders annually), capacity (8,880 riders/hour), capital costs (\$108/ rider w/estimated ridership) and annual operating costs (\$1.24/rider w/estimated ridership).
[Alternative Analysis Report, p 3-50]

I-367-001 Preferred alternative station placement in Lynnwood

Regarding the placement of the Lynnwood station, **this letter rejects C-1** because of its negative impact on existing property owners (106 parcels, 77 residences and 31 businesses) and its negative impact on Scriber Creek Park. There is no sound economic reason to run the elevated railway above 52nd Ave West, which is developed, instead of along I-5, which is not.



C3: ALONG I-5 TO LYNNWOOD PARK-AND-RIDE STATION

I-367-001

Your comments about the Segment C alternatives are noted. The Preferred Alternative evaluated in the Final EIS includes a modified Alternative C3. This alternative minimizes Scriber Creek Park and wetland impacts, and realigns the guideway and station to better connect with the Lynnwood Transit Center.

I-367-001 Regarding alternatives C-2 and C-3, our project support hinges on two things: parking garage access and impacts to Scriber Creek Park and the Interurban Trail. Of the two alternatives, C-3 has the least impact on Scriber Creek Park and C-2 the least impact on the Interurban Trail. As proposed, C-2 is more likely to attract ridership because of ease of access to the rail station. However, we do not believe that the C-2 proposal is the best solution for commuters, residents or the environment.

I-367-002 Regardless of the alternative chosen, expanded parking at the transit center is essential as it is already over-capacity. **For aesthetics and practicalities, the logical location of the parking garage should be in the current southeast park-and-ride lot, east of 46th Ave West.** The Draft EIS includes analysis only for locating the parking garage west of 46th Ave West.



Alternative parking proposal for C3.

- First, this section of the park-and-ride (southeast of the transit center) is in an area of negative slope relative to 200 Street SW and the transit center. Thus an elevated parking garage would be less visible from residences and businesses.
- Second, an elevated station could connect directly onto the parking garage, which could serve as the foundation for a pedestrian and bicycle walkway to the transit center area (perhaps exiting alongside the existing 4-way stop, east side). This walkway could also provide ADA-compliant access to the transit center.

Without easy access, the distance from the transit center and elevation differential will be a barrier to ridership for the C-3 alternative. For example, the walk from the (current) leased Northgate parking garage spaces (southwest corner) to the transit center is approximately 200 feet, on level ground. The Lynnwood walk could be as much as 500

I-367-002

The current design for the station and garage at the Lynnwood Transit Center for the Preferred Alternative includes some of your suggestions: the garage is located to the east of 46th Avenue West, and the station would connect to it. The Preferred Alternative would result in approximately 530 more spaces than there are today.

I-367-002

feet and on an incline.

- Placing the parking garage alongside the rail station means that the current transit center would not need relocation. It would, however, require re-engineering with regard to exit-and-entrance paths. It might be reasonable to allow access only on the north side, for example, via 46th Ave West, and exit only on the southwest side along the perimeter of the existing parking lot via 48th Ave West.

With the parking garage placed in the current southeast section of the park-and-ride area, we support C3, assuming limited impact on the Interurban Trail.

A word about economic impacts

I-367-003

At the Lynnwood public meeting on 14 September, some citizens expressed concern that the transit station would result in decreased property values. Research suggests the opposite if the project is implemented well.

Research on property values in San Francisco after the 20th anniversary of the BART system identified the “rent premium” associated with being within one-quarter mile of BART was \$34 per month. In addition, the models suggest that a house immediately adjacent to BART would have a resale value approximately 38% more than an identical home 35 kilometers away and not near BART service. Researchers have found similar increased property values in Buffalo, NY; eastern Massachusetts; suburban New Jersey; suburban Philadelphia; Portland, OR; and St. Louis. [1,2,3,4]

In addition, residents of multi-modal neighborhoods have lower total transportation costs than people who live in “automobile-dependent” communities. Moreover, proximity to transit is a boon to employment and education centers. [5]

However, it is important to minimize nuisance effects, such as noise and poor aesthetics. This is one research finding that bolsters building the parking garage in the southwest corner of the existing park-and-ride and works against alternatives C2 and C3 with the elevated train running along 52nd and through the park. [6]

I-367-004

Preferred alternative station placement in Mountlake Terrace

As with the Lynnwood location, we want to make sure that the light rail station integrates with and complements the existing transit station. In this instance, there is also a new parking garage to consider. **This parking facility is already over-capacity on many weekdays.** It is critical that the light rail system integrate seamlessly with parking and that parking at the Mountlake Terrace Transit Center be expanded to accommodate additional riders.

- The proposal to maintain parking at the current 880 spaces is insufficient (B1).
- The proposal to expand parking by 200 spaces is insufficient (B2A) but it is the best of the alternatives because it considers the need for expanded parking.

I-367-003

Your comments about the potential economic impact of the project on property values are noted. See Section 4.3.4 of the Final EIS for a discussion of this topic.

I-367-004

Station parking facility sizing and design is balanced with the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

As with all its light rail and parking facilities, Sound Transit will design the Mountlake Terrace Transit Center Station and parking facility to fit well within the community, and to effectively provide access. The Preferred Alternative would not add more parking spaces, but the Final EIS includes options at the Mountlake Terrace and the Lynnwood Transit Center that would increase the overall total compared to the Draft EIS alternatives. Section 3.2.7 of the Final EIS discusses the proposed parking facilities.

Thank you for the opportunity to comment on these proceedings.

Kathy E. Gill & Michael S. Schamens
7025 193rd Pl SW
Lynnwood WA 98036

Laura & John Kimball
7123 192nd Pl SW
Lynnwood, WA 98036

Colleen Kwan
5605 219th Pl SW
Mountlake Terrace, WA 98043

Maurice & Dixie Schamens
7033 193rd Pl SW
Lynnwood WA 98036

Endnotes

Lynnwood Draft EIS and supporting documents accessed from SoundTransit.org:

<http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension/Lynnwood-Link-Document-Archive/Lynnwood-Draft-Environmental-Impact-Statement>

[1] Diaz, R.B. (n.d.) "Impacts Of Rail Transit On Property Values," Booz Allen & Hamilton Inc, Mclean VA. Retrieved from http://www.rtd-fastracks.com/media/uploads/nm/impacts_of_rail_transit_on_property_values.pdf, 22 September 2013.

[2] National Realtors Association. (n.d.) "Public Transit Boosts Property Values, If Conditions are Right." Retrieved from http://www.ppta.net/todtoolkit/assets/downloads/ValueMarketability_Link_TransitBoostsPropertyValues.pdf, 22 September 2013.

[3] Hess, D.B. and Almeida, T.A. (May 2007) "Impact of Proximity to Light Rail Rapid Transit on Station-area Property Values in Buffalo, New York," Environmental Studies. doi: 10.1080/00420980701256005. Retrieved from <http://usj.sagepub.com/content/44/5-6/1041.abstract>, 22 September 2013.

[4] Armstrong, R.J. and Rodriguez, D.A. (January 2006) "An Evaluation of the Accessibility Benefits of Commuter Rail in Eastern Massachusetts using Spatial Hedonic Price Functions," Transportation. doi: 10.1007/s11116-005-0949-x. Retrieved from <http://link.springer.com/article/10.1007%2Fs11116-005-0949-x>, 22 September 2013.

[5] Smith, J.J. and Gihring, T.A. (2010, November 28) "Financing Transit Systems Through Value Capture," Victoria Transport Policy Institute. Retrieved from <http://www.reconnectingamerica.org/assets/Uploads/Value-Capture-Annotated-Bibliography-Litman.pdf>, 22 September 2013.

[6] Garrett, T.A. (2004) "Light-Rail Transit in America. Policy Issues and Prospects for Economic Development," Federal Reserve Bank of St. Louis. Retrieved from http://www.stlouisfed.org/community_development/assets/pdf/light_rail.pdf, 22 September 2013.

September 23, 2013

Sound Transit
Draft EIS Comments c/o Lauren Swift
401 S. Jackson St.,
Seattle, WA 98104

Dear Sound Transit:

I write to state my concern about the fate of Latvian Church & Community Center as you proceed with Light Rail extension to Lynnwood. On this subject you will have already heard from many Latvians, Estonians and Lithuanians, who for obvious reasons want to save the Center for their own unique purposes of cultural and religious expression and preservation. My perspective comes at one remove from those of Baltic heritage but it is nonetheless deeply felt. I have no Baltic family lineage but my wife of 40 years is Latvian-American. Through the decades I have learnt a good deal of the Latvian language, sufficient to take some part in the richness of this vibrant culture.

You should keep in mind that there are many like me, non-Balts who are yet part of the extended reach of the Baltic tradition and who value it profoundly. It is not only Balts who go to the wide range of events at the Latvian Community Center & Church nor it is only Balts who see the beneficial workings of these institutions on broader society.

While I have nothing against the expansion of light rail, and, indeed, as a Lynnwood resident welcome it, I do feel you need to rethink the effect of your plans and revise them in such a way as to leave the Center and Church as undisturbed as possible.

Yours very truly,

Richard C. Wiest
2030 151st PL SW
Lynnwood, WA 98087-6345
Tel. 425-678-8774
porculcemic@gmail.com

I-368-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-368-001

22 September 2013

I-369-001

Sound Transit DEIS
401 S. Jackson Street
Seattle, WA 98104

Comments on Lynnwood Link Extension Draft EIS

Attention: Lauren Swift
Via email: LynnwoodLinkDEIS@soundtransit.org

Dear Ms. Swift:

A few thoughts concerning the Lynnwood Station and MLT stations.

Placement - Lynnwood station, I reject C-1 and C-2 because of their negative impact on existing property owners, their negative impact on Scriber Creek Park, and poor use of existing right-of-way (I-5 corridor). There is no viable reason I can see to run the elevated railway above 52nd Ave West, instead of along I-5.



C3: ALONG I-5 TO LYNNWOOD PARK-AND-RIDE STATION

Alternative C-3 is my preferred option, especially if the parking garage is put where the current transit center parking is at, and expanded vertically. The same goes for Mountlake Terrace Freeway Station, increase of parking capacity is necessary (I currently live very near it and frequently the parking is full). I do understand option C-3 impacts the Interurban Trail but compared to alternatives C-1/2, it has the least impact on Scriber Creek Park and surrounding established neighborhoods.

I-369-001

Your comment stating your preference for Alternative C3 is noted. The Preferred Alternative in the Final EIS is a modified Alternative C3, with a parking garage east of 46th Avenue West. See Appendix F, Conceptual Plans, for the current design drawings.

I-369-002 Expanded parking at the transit centers is essential as they are already over-capacity. The logical location of the parking garage should be in the current southeast park-and-ride lot, east of 46th Ave West. The Draft EIS includes analysis only for locating the parking garage west of 46th Ave West which I feel negatively impacts/displaces too many established, developed areas.

With the parking garage placed in the current southeast section of the park-and-ride area, I support C3 knowing that some impacts on the Interurban Trail will require mitigation.

I-369-003 It is important to minimize nuisance effects, such as noise and poor aesthetics. This is best accomplished by utilizing the I-5 corridor to its maximum as those 2 issues are currently being mitigated to an extent (sound barriers and walls). Using the limited access area improves the security of the system (minimal access to passers-by).

Rolf Vitous
5904 236th St SW
Mountlake Terrace, WA 98043

I-369-002

The Preferred Alternative includes a parking garage located on the east side of 46th Avenue West.

I-369-003

Your comment about minimizing nuisance effects by utilizing the I-5 corridor is noted.

September 22, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I am commenting on the Lynnwood Link DEIS issued July 26, 2013. As a member of the Seattle Latvian Community, whose Community Center and Church at 11710 - 3rd Ave NE in the Northgate area of Seattle, scheduled for destructive impacts should any of the alternatives be approved, I am writing to voice my concern over the proposed action.

The decision impacts not only the Latvian and Baltic communities, who have been active within the halls of the center for over 40 years. Countless other groups have used the center and continue to use it for their own functions, meetings and church services.

I-370-001

The loss of the entrance/exit to the center may as well be seen as a total loss of the property, a problem that could be solved with a better alternative than the ones currently presented.

The meaning behind the church and community center has been a monument to a struggling, small, immigrant community who built the structure; a testament to a people who were able to escape Soviet-occupied Latvia and make a new life for themselves and future generations in the Seattle area.

The gravity and impact of removing this church and community center from us would be huge, the impact of which would be reflected on the children and community who would have no place to go for some time.

Given the aging Latvian community here in Seattle, the idea of relocating is not very viable. I hope that a solution can be created that would allow for the progress of Sound Transit as well as the continuing existence of the Latvian Community Center.

Sincerely,
Monika Hanley

I-370-001

Thank you for your comments describing the importance of the Latvian Community Center to the Latvian Community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-371-001

To Whom it Concerns,

My father passed away in 2007. When my brother and I went through his belongings, we found, tucked away in a box along with his yearbooks, diplomas and other important documents, a spiral-bound notebook. I can best describe it as a project record, a yearbook in its own right, showing the various stages of the construction and of the completion of the Seattle Latvian Center.

This document was written in 1972, long before “PC” and “Mac” were household terms; long before, with the simple click of a mouse, one could apply Latvian fonts with its own custom accent marks that make each word more legible to its Latvian reader; long before there was a Kinkos on every corner or a Shutterfly from which one could order a custom-printed and professionally-bound hardcover book. In 1972, someone keyed this document on a typewriter, added BY HAND page after page of accent marks, photocopied pictures, timelines & ledgers, then penned a custom message to each receiver: “Dear Mr. & Mrs. Aldis L. Andrejevs, thank you for your donation.”

Why? Why would someone spend all of that time to put together a construction report for a couple hundred members of some obscure community? For the same reason my dad kept it for 35 years along side his other most sentimental records – because it's important; because that report represents a monumental event for Seattle's ever-growing Latvian population. It marks the time in our history when we got our very own community center.

I don't know if you know anything about Baltic immigrants, or the vast number of cities where populations of Latvians have sprouted up. I won't bother you with the historic details of our ancestor's exodus from the fatherland, but I will assure you that those who found their way to the shores of Elliot Bay were a proud people who understood that the only way to maintain our Latvian heritage, culture and language was to give themselves and future generations a gathering place - a place to be used for education, a place to celebrate spirituality, a place for open forums, exchanging ideas, and social events where young Latvians (who would otherwise have no way to interact with other Latvian youth), could meet, perhaps even fall in love, and add to the population a couple of kids named Markus and Daira.

The author of this report, Edvins Circenis, included this passage within its first few pages. It's titled “For the Latvian Youth and our Country's Freedom”.

“The last clanging hammer has rung, quiet now is the singing saw, the hurried diligence of the workers has finally come to an end. Among a grove of 100-year-old pines stands our newly completed church & community center.

This new center affirms our faith in the future of Latvia and in its freedom. It will serve to house our spiritual and public forums and, more importantly, will harbor the growth of our Latvian youth to insure our culture and our beliefs will not disappear with future generations.

Let this center & church be a symbol of our Latvian culture, our Latvian spirit and our Latvian togetherness. May it give us the strength to survive and to fight for that which is most important to us – our country's freedom.”

My grandmother just turned 95 years old this month. She and my grandfather worked along side several other volunteers to build our center. Although her short-term memory fails her from time to time, her long term memory is still sharp as a tack. I am one of the lucky few who still get to hear the stories direct from the source. “Daira”, she tells me, “with my own two hands, I hammered nails into

I-371-001

Thank you for your comments about the importance of the Latvian Community Center to you, and the larger Latvian and Baltic communities in Seattle. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

that church ceiling.” My grandmother is one of the proudest of the proud – I’ve heard most of the stories of her accomplishments: from her days in Germany during the war, working in a hospital with no nurses training, to her time at Boeing, where she secured a laboratory job for .80¢ an hour, just barely speaking English, supporting a crippled husband and 2 small children, and never having worked in a lab a day in her life! Despite all of her achievements, one of her proudest moments to date is helping to build our community center. When her family moved to Seattle from Houghton, MI, the local Latvian Church funded the move with what seemed like an impossible sum of money to a struggling, immigrant family. By helping to build the center & church, my grandmother feels like she gave back to the community a gift of immeasurable value. And you know what, she’s right. She did. They all did. It is their legacy.

Do you know how difficult it is to grow up a native-speaking Latvian, or Lithuanian, or Estonian in America? It’s kind of like raising a Husky in Cougar territory – not impossible but really hard without the right support system. Now, imagine you’re a Husky fan without a stadium. Taking the center away from us is like telling all the Husky fans in Seattle that they can still celebrate the purple & gold – they just have to do it in Pullman. It’s not going to happen. You’re going to lose members, you’re going to lose support and, most importantly, you’re going to lose future generations.

In my right mind, I cannot sit back passively and let our center be eradicated, not when the first thoughts that popped into my head when my son was born was what it was going to be like to take him to his first Christmas service at this church, or to his first day at Latvian School, or wondering at which social function, in the very same ballroom where his parents celebrated their matrimony, he might meet his future wife?

I beg you, from my generation of Seattle Latvians who grew up at this center, please, do not destroy this legacy. Don’t take this birthright away from our children. There has to be another way, a way that will not disrupt the operations of the center & church, a way that will not leave hundreds of us wondering, “What now?” or, more appropriately, “Where now?”

I thank you for both your time and your consideration.

Sincerely,
Daira L. Anderson

dairaanderson@gmail.com
425-773-2195

From: Maira Ruis <rigasmaira@clearwire.net>
Sent: Sunday, September 22, 2013 4:32 PM
To: Lynnwood Link DEIS
Subject: Latvian Cultural Center Impact

I-372-001 I am a first generation Latvian who came to the United States in 1950 having lived with my family as refugees in Germany since the age of 8 months until I was 6 years old. Along with thousands of other displaced Latvians, my family lost everything they owned and had to start completely over in the United States.

I moved to Seattle in 1969 and immediately became active in the Latvian community. We had a small community center at that time, but with the heart, soul, labor, and love, built our present Latvian Community Center and Church. This was no small task and it has been the hub of our, both, cultural and religious activity. The center not only serves Latvians, but also Estonians and Lithuanians.

The center hosts weekly activities from Latvian school, to church services and various meetings. Throughout the years, I have been active in the drama group, choir, school and Latvian camp. I am happy to say that the next generation is still active in the center's activities and sending their children to Latvian school as well as participating in its many other activities.

To say we could relocate is a travesty. The cost of building a new center would be prohibitive to our community and the location would no longer be the conveniently central one for our community.

The sound transit committee NEEDS to hear our voices and RESPECT the cultural importance of our center and impact of SOUND TRANSIT'S potential destruction or negative consequences by the running of its line so near or through our center.

Respectfully yours,

Maira Ruis

I-372-001

Thank you for your comment describing the importance of the Latvian Community Center and Church to you, and giving a brief history of it. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

To:
Sound Transit Lynnwood Link
DEIS Comments c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

From:
Capt. Andrew Reay-Ellers
3560 NE 180th Street
Lake Forest Park, WA 98155

23 September 2013

Dear Sound Transit Board,

I am a huge fan and advocate for Public Transit. During the past dozen years I was instrumental in the urban design and station-area efforts in the Roosevelt Neighborhood that led to shifting the planned Light Rail alignment, updating the neighborhood plan, and re-zoning the neighborhood. This was all done to encourage and foster Transit-Oriented-Development, and embrace strategies of "smart growth", as the community evolves with its implementation of Station-Area-Planning. Furthermore, I spent several years as a member of Sound Transit's Citizen Oversight Panel. I do not list these accomplishments here to claim that my comments should receive any extra weight, but rather to give some background to explain my previous experiences and understanding of transit and urban design.

As a resident, member of the public, and supporter of transit, I am excited by the creation and ongoing expansion of a region-wide public transit system. I recognize and understand that this is not simply a means of "moving" us, but rather --through a network of "station areas"-- integration into our neighborhoods; connecting and complementing our communities. Unfortunately, in reviewing the Lynnwood Link DEIS, I am frustrated and disappointed by much of what is outlined.

I-373-001

Simply put, it seems that the communities north of Northgate are being asked to accommodate a series of large Park & Ride facilities in the service of a commuter railroad. No doubt, one of the purposes of Sound Transit's Light Rail system is to meet the needs of commuters, but this is not its only use, nor the only goal identified by the Sound Transit Board. The Lynnwood Link Extension needs to serve commuters, AND ALSO to support, and be oriented towards, the local neighborhoods. These are the communities that will live with, and be the principle support of the system.

The Lynnwood Link must be much more than a commuter-centric system, with park-and-ride stations. Sound Transit must design a system, build stations, and facilitate station-areas which all work together to create an integrated whole that serves the public AND provides vital community hubs as part of the entire regional public transit system. Sound Transit needs to undertake these expansions of our transit system as one key factor in the overall upgrade, development, and improvement of our urban environment. It would be a sad mistake, and the squandering of a once-

Reay-Ellers Comments to Lynnwood Link DEIS
page 1 of 17

I-373-001

Your comments about the purpose of the Lynnwood Link Extension are acknowledged. The proposed levels of parking are part of a balanced approach to provide access to the light rail line, allowing patrons to arrive by bus, walking, biking, or by car. Sound Transit supports and encourages transit-oriented development around its stations and the integration of its stations into the surrounding community. The purpose of this project is to expand Link light rail from Northgate north into Shoreline, Mountlake Terrace, and Lynnwood; see Chapter 2 for the project's Purpose and Need Statement. See Section 4.5.2 of Final EIS for practices Sound Transit uses to help integrate the stations into the community. As described in Section 4.2.4 of the Final EIS, in areas where local jurisdictions have indicated a desire to attract transit oriented development and have adopted regulations consistent with this, the Lynnwood Link Extension would support those goals and policies.

I-373-001

in-a-lifetime opportunity, to just the build a railroad the quickest and easiest way with little consideration of integrating and orienting towards the community it serves.

So I offer my comments on the Lynnwood Link DEIS with the hope that Sound Transit will make decisions to increase the system's integration and connections to the communities through which Light Rail will operate. By making smart choices in design and planning the Lynnwood Link can create a truly great extension of the existing system with vibrant station areas, and transit-oriented neighborhoods.

NOTE:

To present my comments, I have organized them into four sections. The first three sections each focus on a single broad concept which applies to the entire system as shown in the DEIS. These topics are: Connectivity, Transit-Oriented-Development, and overall Layout & Strategy. In a fourth section I address each of the separate stations individually.

Section 1: CONNECTIVITY

There is no other item more important to the success of this transit system than Public Safety and Accessibility. When getting to and using the system, if the public does not experience a basic level of ease, comfort, and sense of safety, then they will not use the system.

- I-373-002** | I bring this up because there are few details in the DEIS which prioritize pedestrian, transit connectivity, and bicycle access to the system. In some cases this may simply be that the details remain to be created once the station alternatives are selected; or in some cases these are details which will be dealt with by local municipalities. But this is one of the areas which left me feeling that the system was being designed more to accommodate park-and-ride commuters, and less to provide for local non-vehicle access (foot, bike) and transit connections. Bus stops are shown in places across busy (and certain to get busier) arterials; parking garages indicate an expected great increase in traffic congestion, without commensurate increases in sidewalks, crosswalks, traffic signals. This is all the more important since studies show that ridership participation can be deeply affected by rider's experiences making connections and waiting at transit stops.
- I-373-003** | One of my biggest frustrations with Sound Transit's long-term planning is the failure to connect new transit developments with existing corridors, transit, and travel patterns. The Link Light Rail system has always been said to be a "spine" from which other transit will connect. Well, the most obvious west/east "rib" route north of Seattle is the SR104 corridor, and the plans as presented in the DEIS do not consider this at all. Consider this corridor from west-to-east, starting in Edmonds: there is the ferry dock and Amtrak/Sounder Station; Edmonds itself; a center of development at 100th Avenue W; a major connection to Aurora/SR99 with the Aurora Village Transit Center; continuing through Ballinger with the center of development just east of I-5; Lake Forest Park; and then onto SR522 through Kenmore; Bothell (and the UW campus there); on to Woodinville; and beyond.
- Imagine someone getting off the ferry or train in Edmonds who wants to get onto Link to get to UW, downtown, the airport, etc. Same thing for folks at the Bothell UW campus, or coming in on a bus from the NE (Woodinville, Monroe, etc). All the local transit is going to want to make connections to Light Rail, and the DEIS does not mention how any of this is going to work. And this is my fear: that it's NOT going to work, so Link will NOT be an attractive alternative for any of the potential riders from the ferry, Edmonds, UW Bothell, etc.
- I-373-004** | With no description given, it appears that no thought has been given to how new or existing bus routes are going to get to any of the proposed stations. Many routes will most probably want to connect to the 185th station, but for instance there's simply no easy way to/from the NE to this station. It would appear that all of these stations --positioned as they are next to the highway at overpasses-- are going to be difficult for buses to connect to. (imagine an eastbound 331 bus on Ballinger Way needing to take 19th-->196th-->Perkins-->10th-->185th to connect riders to the 185th Street station....)
- Moreover, the current express service buses, like 522, 312, 372, etc. are going to want to connect to Link to get commuters downtown -- How (where?) are these connections going to work, and aren't

Reay-Ellers Comments to Lynnwood Link DEIS
page 3 of 17

I-373-002

The Draft EIS Transportation Technical Report includes an inventory of pedestrian facilities within 1/2-mile of station and bicycle facilities within 1-mile of stations. This inventory is a basis for Sound Transit to work with local jurisdictions on pedestrian and bicycle enhancements to improve accessibility and ridership at stations. Sound Transit also coordinated with local bus operators to develop bus integration plans to complement the rail project. These provide a basis for future transit integration work. Section 3.2.5 of the Final EIS discusses the nonmotorized facilities that will be included in the project. Stations will have pedestrian and bicycle facilities, including bicycle parking. Stations will be designed to accommodate pedestrians, bicyclists, and bus riders as part of a balanced approach to effective access.

I-373-003

Your comments about the SR104 corridor are noted. The purpose of the Lynnwood Link Extension is to expand the Link light rail system from Northgate north into Shoreline, Mountlake Terrace, and Lynnwood, while connecting with other transit systems and infrastructure. The previous decisions to build the Mountlake Terrace Transit Center at 236th Street rather than SR 104 recognized that major traffic corridors are not always the best places to create multimodal centers. Finally, the purpose and need identifies a major north-south trip market to be served; east-west trips may benefit and connect, but the line reflects the needs of the majority of the anticipated trips.

I-373-004

Before the light rail begins operation, Sound Transit will work with the other transit providers in the project area to revise service plans to provide improved or new connections to the Lynnwood Link Extension stations. Sound Transit worked with King County Metro, Community Transit, and Sound Transit Express to outline representative bus

I-373-004	these bus routes going to be greatly encumbered and slowed down by traffic congestion which is already bad at some of these station locations and certain to become worse with the increase of traffic (vehicle, transit, foot, & bike) once light rail service begins?
I-373-005	The issue of congestion at these station sites --bad, and bound to get worse-- CANNOT simply be considered something that the public is going to have to "get used to". With road traffic (vehicle, transit, bike) increasing at the same time of MANY additional pedestrians in crosswalks, there are certain to be threats to public safety (accidents) and obvious adverse effects to surface traffic flow.
I-373-006	<p>Therefore, if these are to be the locations of the Link stations, much more must be done to design for the accommodation of transit connections. Some form of short Bus-Rapid-Transit (BRT) with dedicated bus right-of-ways leading to/from stations should be included in the Lynnwood Link plans at all of the stations so that transit is not as encumbered by surface congestion and rider transfers can be made quickly and safely.</p> <p>Likewise, some of the alternatives shown in the DEIS negatively impact, or even eliminate, currently existing BRT infrastructure (i.e. Mountlake Terrace Alternative B4). This is a very bad idea. Not only should all of the current transit capabilities be maintained, but they should be accommodated and "connected to". For instance, Mountlake Terrace Alternatives B1, B2, B2A show no direct pedestrian connection to the neighboring "flyer stop", even though they are both elevated stations at the same site. There are many people who will want and need to transfer between these two systems, especially in the decades prior to the completion of Link to Everett.</p> <p>Taken all together, these multiple issues indicate that connectivity needs to be better considered, planned for, and prioritized. The Lynnwood Link designers need to do a much better job accommodating transit riders connecting to Light Rail throughout this proposed extension of the system.</p>

operation plans to serve the project to evaluate the effects of potential service changes for the EIS.

I-373-005

Chapter 3, Transportation, of the EIS discusses these potential issues. Sound Transit will provide mitigation at intersections with impacts from light rail that operate below level-of-service standards; see Section 3.6.4. Potential safety issues are discussed in Section 3.2.8.

I-373-006

The light rail stations will be designed to accommodate bus transit with bus facilities on-site. Connections to other nearby destinations via local transit service will be developed through a coordinated planning effort with partner transit agencies. The Preferred Alternative studied in the Final EIS assumes that the Mountlake Terrace light rail station will not displace the existing Mountlake Terrace freeway bus station, but future use of the existing freeway station would ultimately be decided separately.

Section 2: TRANSIT-ORIENTED DEVELOPMENT

I-373-007

There is almost nothing as important to the success of the long-term success of the Light Rail system than fostering Transit-Oriented-Development (TOD). It gives a station a ready source of steady riders, it turns a station-area into a destination for other riders, it makes transferring at a station more pleasant, and it engenders community support as it integrates into the community. Unfortunately it is sadly lacking in the current plan as presented in the Lynnwood Link DEIS.

Following Sound Transit's TOD policy, all the proposed stations were analyzed 5 months ago to determine the potential for TOD, and it was found to be mostly "limited". In some places this rating was raised to "limited/moderate" (i.e. 185th), but this assuming that a nearby landholder (Shoreline Schools) eventually transfers the property to be re-developed. This seems like a faulty assumption, since the presence of a light rail station is bound to encourage increased residential density and might require the school district to utilize its property for school expansion.

Most of the details proposed in the DEIS do not follow the Sound Transit Board's guidance to facilitate TOD strategies on its own property and in areas around its transit facilities. The sound transit TOD policy says (1st page, 3rd paragraph):

".....The legislation also guides Sound Transit to work with public and private interests to facilitate TOD. For example, Sound Transit is guided to work with local jurisdictions to set forth conditions for assuring land uses compatible with development of high-capacity transportation systems, such as providing for sufficient land use densities through local actions in high capacity transit corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality. Additionally, the legislation guides the agency, in cooperation with public and private interests, to promote transit compatible land uses and development, which includes joint development."

It appears that the Lynnwood Link conceptual design, as described in the DEIS, pretty much completely disregarded Sound Transit's own policy. The development of designs are directed to "facilitate TOD" (Sound Transit's words) -- NOT to simply study the issue and then report that, "nope, not much chance of TOD here..." (my paraphrase).

I have been told by Sound Transit staff that, "...every station site cannot allow for extensive TOD....", something I do tend to believe is true -- the fact is (as established by Sound Transit's own report), that for instance, NONE of the 4 proposed "Segment A" stations allow for appreciable TOD. Moreover, depending on which station sites are selected in segment B (Mountlake Terrace) and segment C (Lynnwood), the potential for TOD at those sites is limited as well....

I understand that this extension of Link Light Rail is never going to have the TOD potential of some of the station sites in Seattle. Likewise, it would be too much to expect that Sound Transit would site, design, and build every one of the Lynnwood Link stations to maximize TOD potential. But NONE??

Eight months after Sound Transit publicly commits to a policy of designing its transit projects to encourage and facilitate TOD, and the very next project design which is released to the public has little to none. It is frustrating that this project's planners chose to disregard the Sound Transit

I-373-007

Your comments about transit-oriented development (TOD) are noted. The station area TOD potential was assessed at all potential station locations and was based on existing conditions. Since the Draft EIS, changes have occurred at station areas and this information is reflected in the updated *Station Area Transit-Oriented Development Potential Report*, as referred to in the Final EIS. For example, the City of Shoreline has adopted a subarea plan with transit-compatible zoning near the NE 185th Street Station and is in the process of developing a similar plan for the NE 145th Street Station. Lynnwood Transit Center Station has been modified to provide better future development potential on privately owned properties within the City's designated City Center.

Overbuilding of a station or parking garage to provide development opportunities is a complex issue. As you mentioned, such options are anticipated in Sound Transit's TOD Policy, and Sound Transit will consider a joint development project if a number of conditions are met. Currently, there is no specific proposal for joint development at the Lynnwood Link Extension stations, but Sound Transit will continue to investigate possibilities.

The NE 8th Street corridor was not considered for detailed study because a tunnel concept would not meet Sound Transit's criteria for equitably selecting alignment types for its system (see Section 2.4). In addition, NE 8th Street is largely residential, would require sharp turns to reconnect with other north-south corridors beyond the section described, and construction period impacts would be very high.

I-373-007 Board's guidance and directions on something as vital to the system's success as Transit-Oriented Development. This obvious oversight is the most significant short-coming of the project as proposed.

At some point in design and scoping -- especially after the Sound Transit board adopted an official policy and commitment to TOD -- there should have been a recognition that the current design was not meeting Sound Transit's own criteria. So we are now at a point in the process where the public is asked to comment on the alternatives listed in the DEIS -- and yet the list of alternatives is very obviously incomplete, since no alternatives provide even an average amount of TOD potential. In failing to develop a design which meets Sound Transit's own policies and goals, I find that in this way the DEIS is deeply flawed.

It seems like the lessons learned by Sound Transit a mere ten years have already been forgotten. At that time, the preferred alternative of locating a Light Rail station alongside the highway at NE 65th was realized to be a mistake --both by the local community AND the Sound Transit Board-- simply on the basis of the lack of TOD potential.

No transit station which is sited immediately adjacent to a highway will ever encourage --or even allow for-- effective TOD and integration into the surrounding community. By definition and simply geometry, half of the land adjacent to a station located immediately next to a highway can never be developed, because it is taken up by the highway itself. And then the other half of the the land adjacent to the station will never foster good, valuable, and attractive urban development, because all of that property, by definition, is next to a highway. Shifting the alignment and station locations even a few hundred feet (let alone a block or two) would make a world of difference, and that is exactly what Sound Transit choose to do at NE 65th -- even though it meant that the costs of developing that segment are now higher.

I understand that it must seem the obvious solution to run LINK along the edge of I-5 from Northgate to Lynnwood -- its simpler, and probably cheaper. But by choosing this 'easy' way, Sound Transit has disregarded what it has already learned about station areas. North of Northgate does not suddenly turn into a rural area, which simply needs to accommodate the passage of a train. Rather than serving the city of Shoreline, and helping to foster transit-oriented neighborhoods within the station areas, the current Lynnwood LINK design is little more than a commuter rail line.

This did not "have to be". This was NOT the only choice. When Sound Transit's planners were charged with the task of extending Light Rail north to Lynnwood in the I-5 corridor, it did not mean that the rails had to stay principally within the right-of-way of the highway. Instead of using the public land immediately adjacent to the highway, the alignment could have been a cut-and-cover route making use of the public utility right-of-way along 8th Ave. NE from 145th through 185th. A straight line, no complex and costly rebuilding of freeway overpasses and interchanges -- and while still within the I-5 corridor it would have been that all-important few blocks from the highway which would have facilitated a MUCH greater potential for TOD.

I-373-007

The currently proposed station locations and siting shown in the DEIS don't allow for significant Transit-Oriented-Development, or efficient integration -- and that is exactly what is needed if Link is to be a success and have a consequential positive impact throughout our area. If the Lynnwood LINK is to truly serve the communities north of Seattle --and to meet the criteria, strategies, policies, and goals set by Sound Transit-- then a re-examination and adjustment of the project's design is necessary.

I believe the alignment and siting of stations should be adjusted to increase the potential for Transit-Oriented-Development. Even barring that, at the very least a number of steps should be taken to increase the potential for TOD at the station site which are proposed in the DEIS. These improvements to the Lynnwood Link Plan should include:

1. Choose the station alternatives which allow for the most develop-able land immediately adjacent to the station site.
2. Adopt whatever station configuration which does the most to screen the highway from the immediate station area.
3. Incorporate additional elements into the station to screen the highway from the immediate station area.
4. "Overbuild"/"Underbuild" -- each station's design/lay-out/configuration should not simply accommodate development nearby, but actually incorporate development --such as public/retail/commercial/residential space-- integrated as part of the same structure as the station itself.
5. Considering #1 above, if there HAS to be a parking garage (and it should not be a "given"), it should be as small and as far from the station as possible.

I-373-008

Your preference for stations at NE 130th and NE 155th Streets is noted.

Section 3: LAYOUT AND STRATEGY

3.1 Layout

Perhaps the biggest questions which are sought to be answered by the responses to the DEIS are: Which stations? And where? I have separate comments prepared regarding the details of each station individually in the section which follows, but here I think it is important to first address the extension as a whole.

This segment is defined by the end points of Northgate and the Lynnwood Park & Ride, between which there two relatively fixed station locations chosen (NE 185th and Mountlake Terrace), and three significant questions of additional station locations. This is without getting into the more detailed questions of each station's placement and elevation. These three principle questions of system layout are:

1. Station at 130th NE: Yes or No?
2. Station at NE 145th <or> NE 155th?
3. Station at 220th SW: Yes or No?

I-373-008

3.1.1 Question: Station at 130th NE: Yes or No?

Regarding this first question, there should positively be a station at NE 130th. Without it, everyone to the NE, and especially everyone to the NW from about 100th to 140th will need to make their way (by car, bus, bike, or foot) through all of the congestion at Northgate to get to the station south of the mall. This is already currently one of the most congested areas in North Seattle, and with the coming of Light Rail to Northgate (and its associated parking garage and connecting transit routes) the congestion is certain to get worse. This is no small factor, since whether or not people can easily get themselves to transit is often the deciding factor of whether they use the system. So yes, definitely build a station at NE 130th. I expect it will be a popular location and help the system's ridership numbers.

3.1.2 Question: Station at NE 145th <or> NE 155th?

Considering that there would therefore be a station at NE 130th (see 3.1.1 above), the next station should be at 155th, NOT 145th. A station at NE 145th would seem very close to the 130th street station, and a station at 155th more evenly divides the distance between a station at 130th and the planned a station at NE 185th. While the site at NE 155th is not the best for a station, the location at NE 145th and I-5 is certainly the worst spot for a station considered in the entire DEIS. The existing current conditions at that location are already terribly congested and often backed-up in every direction, and the idea of adding a station with thousands of boarding means a significant increase of pedestrians in crosswalks; connecting transit coming to this site; and hundreds of vehicles accessing the planned park & ride garage. Basically, with a station at this location there can expected to be utter gridlock at "rush-hour(s)", every morning and evening. Furthermore, the NE

I-373-008 145th location offers almost no Transit-Oriented-Development potential, with three out the four surrounding quadrants (highway, highway, golf course) unable to be developed at all.

So with the answers to these first two issues (yes to 130th; choose 155th over 145th), I have fallen in line with what is described in the DEIS as Alternative A5 for Segment A (following my preference listed in 4.4 below for an at-grade 185th Station).

3.1.3 Question: Station at 220th SW: Yes or No?

I-373-009 The final of these three principle questions about system layout is whether or not there should be a station at 220th SW. A station located here would be a great positive to the whole system, with increase ridership, easier access, and reduced congestion leading to the adjacent stations (Mountlake Terrace and Lynnwood P&R); so a strong "yes". One only need look at a map to see that a station at 200th SW will offer much better connections than the other station to transit traveling East/West, and also transit in the SR99 corridor. Furthermore, a station at this location provides significantly improved access for residents West of I-5 between the county line and at least 196th; AND it would serve as easy access to/from the substantial commercial and residential developments already in the area from I-5 to 76th Ave. West.

In the terms of the DEIS alternatives, by my support of the construction of the 220th Street Station I am therefore selecting Alternative B2A as representing the best choice offered for the "B" segment.

The other alternatives to be discussed concern specific station sites: precise location, alignment, and elevation. I will comment on those individually below (section 4) as I discuss the stations separately; but for the record, in Segment "C" I prefer Alternative C1.

3.2 Strategy

I-373-010 A weakness of the Lynnwood Link Extension as currently presented in the DEIS is the attempt to meet every need at every station – which will lead to congestion of all movement and negatively impact the station-areas. (this planning falls into the trap: "Jack-of-All-Trades; Master of None.") Just as I can accept that every station site will not be perfect for Transit-Oriented-Development; Sound Transit should not insist on extensive vehicle AND transit access at every station location. Planning should designate the focus and goals of each station, and concentrate on those uses at each locations.

The most significant difference in uses is between individual vehicles vs. transit. Both the cars coming to park at a station, and the transit (principally buses) stopping for riders to make connections are going to congest the station area. At a broad, spread out location (e.g. SeaTac Airport), both can and will coexist. But some of the station sites along the Lynnwood Link are already cramped, they have a small number of adjacent arterials, and they have limited street connections to the surrounding communities. This is not simply a conflict of different vehicles (bus vs. car) on the road – buses make stops, take up more of the road, and let off passengers who

I-373-009

Your comment stating your preference for a light rail transit station at 220th Street SW, as included in Alternative B2A, is noted. Sound Transit also acknowledges your preference for Alternative C1.

I-373-010

Your comments about station planning are noted. For the Lynnwood Link Extension, Sound Transit is designing the stations to accommodate pedestrians, bicyclists, bus transit riders and vehicles, as the station site allows. Note that the NE 130th Street stations would have limited or no parking due to site constraints. Each station is designed with its site location in mind.

I-373-010 | then become pedestrians in crosswalks. All of this cause public safety issues and can slow down car traffic, which in turn can clog up intersections and roadways limiting the bus's ability to stay on schedule and make their connections.

I-373-011 | It is true that these are public streets, and everyone is welcome to use whatever station they wish. But Sound Transit, along with its partner agencies and municipalities can manage and moderate some of this conflict, segregating differing uses to some locations but not others. Transit /buses can easily be controlled through the design of routes and schedules; and the amount of cars typically using a station can be limited by the amount of parking available. If parking is limited, so is car traffic at and near a station.

Looking at “the whole” of the Light Rail system from Northgate to Lynnwood, there already exists (or is planned) extensive commuter parking at Northgate, Mountlake Terrace, and the Lynnwood Transit Center. Parking could therefore be evenly distributed by only adding a significant parking structure at 145th/155th.

This creates a pattern of every-other-station focusing on park & ride commuters vs. bus-riding transfers as shown in the following chart:

Northgate	-	significant parking	and	transit connections
NE 130 th	-			transit connections
NE 145 th /155 th	-	significant parking		
NE 185 th	-			transit connections
Mountlake Terrace	-	significant parking	and	transit connections
220 th SW	-			transit connections
Lynnwood	-	significant parking	and	transit connections

This pattern also falls in line with my comments above (section 1) regarding the 185th station's need to be better focused on connecting to transit on SR104; and also my comments (section 3.1.2) that the current congestion near NE 145th makes transit movement through this area problematic.

So I suggest that a new parking structure ONLY be built at a 145th/155th station, and do not build them –or at least greatly reduce them– at 130th, 185th, and 220th. Likewise, in turn, concentrate the efforts of designing for and accommodating transit connections at those same stations but accept that those efforts can be minimized at 145th/155th.

I-373-011

Your comments regarding the location of station parking along the Lynnwood Link Extension are noted. Sound Transit currently plans to include parking at all the Preferred Alternative stations; see Chapter 2 of the Final EIS.

Section 4: PLAN & DESIGN DETAILS – STATION by STATION

4.1: NE 130th Street Station

I-373-012

-----As discussed in Section 3.1.1 above, the inclusion of the 130th street station seems vital to the Light Rail system north of Northgate. Without it, everyone to the NE, and especially everyone to the NW from about 100th to 140th will need to make their way (by car, bus, bike, or foot) through all of the congestion at Northgate to get to the station south of the mall. This would mean so much frustration that fewer people will use the system.

-----I strongly support Option #1, with the less-disruptive at-grade station and no significant additional parking created (see 3.2 above).

-----Enhance potential TOD development at 130th by designing to allow station “overbuild” to provide commercial and/or community space above the station. Besides allowing the best possible integration of the station with the local community, this would help shield the neighborhood from the sights and sounds of the highway and light rail.

-----Shift the station (shown in Option 1), which has its rail alignment pass under the NE 130th Street bridge, towards the south approximately 150 feet, “spanning under” the bridge. This would create a direct connection from eastbound buses to the station rather than forcing people transferring to cross the arterial on foot. This would also decrease the amount of vehicles and bicycles making left turns onto 5th to get to the station; and significantly reduce the number people needing to use the crosswalk across NE 130th Street - a busy arterial that will become more congested with the opening of the station. [Note that this strategy of “spanning” the adjacent east/west arterial is shown in the DEIS at the proposed 155th, 236th, and 220th stations].

4.2: NE 145th Street Station

I-373-013

As discussed above in Section 3.1.2, locating a station at 155th rather than 145th makes much more sense. Beyond that, 145th is just basically a lousy site for a station — no adjacent land available for TOD in 3 out of the 4 surrounding quadrants (hwy, hwy, golf course); AND the location is already a choke-point with bad congestion in all directions. Bringing hundreds more cars, bus connections, bike riders, and pedestrians to this location every day would seem to be a recipe for public-safety issues and grid-lock.

If, regardless of these factor, Sound Transit still chooses to build a station at NE 145th Street, the following issues should be noted;

-----Of the 2 options for the 145th Street Station shown in the DEIS, Option #2 is preferable, with its smaller footprint having less of a negative impact on the surrounding land and therefore allowing for more potential TOD.

-----The elevated station shown in Option #2 should however be shifted to the south (approximately 200 feet?) to “span” NE 145th much as the elevated stations shown in the DEIS at 155th, 236th, and 220th are

I-373-012

Your comments in support of the NE 130th Street Station and on its design are noted. Alternatives that include the NE 130th Street Station may draw some demand away from Northgate. Such a configuration adds travel time and delay to riders from north of that point. With the station locations, Sound Transit attempted to achieve many objectives, one of which is to balance the need to provide regional high capacity, high speed travel and local access. Although it does not include a station at NE 130th Street, the Preferred Alternative has an option to consider a 130th Street Station.

The suggested design option to shift the station was explored, but it would have more operational, construction, and cost impacts upstream and downstream of NE 130th Street.

I-373-013

Your comments regarding the NE 145th Street Station are noted.

Section 3.2.4 of the Final EIS discusses traffic operations at that location. Your suggestion for shifting the station south to span NE 145th Street was not advanced because it increased constructability risks without improving access or operations, as the area to the south has no populated adjacent areas.

I-373-013 | sited. As noted above in the comments to the NE130th location, this creates a direct connection from eastbound buses to the station rather than people needing to cross the arterial, and also also decreases the amount of vehicles and bicycles making left turns onto 5th to get to the station. This is already an incredibly congested intersection, and introduction of hundreds more vehicle left-turns AND hundreds more pedestrians in the crosswalks sounds like a nightmare.

I-373-014 | -----If the construction of this station goes forward, along with the reconstruction of portions of the highway ramps, this opportunity should be exploited to also reconfigure the express transit “flyer stops”. Currently, express buses need to ‘weave’ from the inside car pool / transit lane to the outside of the highway lanes at NE 145th Street. This is dangerous, inefficient, and slows down traffic and the express buses. At first glance, it almost seems like the arrival of Light Rail along I-5 will make these express-bus routes and “flyer stops” obsolete - but there are many people who will still want and need to transfer between these two systems, especially in the decades prior to the completion of Link to Everett. Therefore, Sound Transit should work with its partner agencies (WashDOT, King County Metro, etc.) to redesign this entire interchange to allow for express-lane flyer-stops, AND plan a connection of the light rail station directly to/from these flyer stops with a pedestrian bridge or a similar feature.

I-373-015 | -----Enhance potential TOD at NE 145th Street by designing to allow station “overbuild/underbuild” and incorporating space into the parking structure to provide commercial and/or community space. This would help increase the potential for TOD from the current VERY limited status, and allow the best possible integration of the station with the local neighborhood.

4.3 NE 155th Street Station

I-373-016 | As mentioned in Section 3.1.2 above, locating a station at here at 155th rather than 145th makes much more sense. From a purely arithmetic / theoretical /strategic standpoint, a station at 155th better divides the 55 blocks between 130th and 185th. Moreover, it actually provides a higher potential for TOD and better connections to other transit due to the lower amount of surface congestion at this spot. Issues that should be considered for a station at this site include:

-----There are no alternate station options listed at this site, but let me call attention to, and strongly support its layout /design “spanning” the adjacent east-west arterial – something which should also be done for the designs at 130th, 145th, and 185th. Better transit connections, less public safety issues, fewer negative impacts on surface congestion.

-----This site needs better transit connections for local North-South buses. A transit-only “back gate” south out of the site should be designed which connects into 152nd or 153rd to allow buses on 5th NE to make a loop off that arterial to connect to the station.

----- “Surrounding” the fire station with a transit station and parking structure seems like a bad idea, and one in which both parties (Sound Transit and Fire Department) will negatively impact the other. Sound Transit must work with the Fire Department to re-locate and rebuild this station away from this site.

I-373-014

The transit ramps at 145th are anticipated to be decommissioned as part of this project. A pedestrian and bicycle connection from NE 145th Street to the station will be provided.

I-373-015

Overbuilding of a station or parking garage to provide development opportunities is a complex issue. As you mentioned, it is included in Sound Transit’s TOD Policy, and Sound Transit will consider a joint development project if a number of conditions are met. Currently, there is no plan for joint development at the Lynnwood Link Extension stations, but Sound Transit will continue to investigate possibilities in coordination with local jurisdictions and other agencies.

I-373-016

Your comments about the NE 155th Street Station are noted. It is not included in the Final EIS Preferred Alternative.

Section 4.14 addresses possible impacts of a station at NE 155th Street on the operations of the fire station. If selected as the alternative to be built, Sound Transit would work closely with the Fire Department to resolve potential conflicts with bus and vehicle traffic to maintain emergency response times during the construction period and operation of light rail.

See response to I-373-07 above.

I-373-016 -----Enhance potential TOD development at NE 155th Street by designing to allow station “overbuild/underbuild” and incorporating space into the parking structure to provide commercial and/or community space. This would help increase the potential for TOD at this site; would allow the best possible integration of the station with the local community; this would help shield the surrounding neighborhood from the sights and sounds of the highway and light rail.

4.4 NE 185th Street Station

I-373-017 As mentioned above in Sections 1 and 3.2, this station will be situated where transit connections are VITAL, but also very challenging. Therefore, a prioritization of connectivity, public safety, and Transit-Oriented-Development is essential. Specific issues include:

-----The at-grade train tracks and center platform design shown in Option #1 is vastly preferable to the elevated station shown in the DEIS, and this choice is supported by the vast majority of the public input collected from area residents.

-----As discussed elsewhere, and shown in the DEIS for the 155th, 236th, and 220th stations; the 185th Street Station should be shifted towards the south approximately 150 feet, “spanning under” the 185th St Bridge so eastbound bus, pedestrian, and bicycle traffic on NE 185th Street can access the station directly. This would decrease the amount of vehicles making left turns off the arterial, and significantly reduce the number people needing to use the crosswalk across NE 185th St - a busy arterial that will become more congested with the opening of the station.

-----Transit access loop turning into the station from 8th Ave NE and exiting the station via NE 185th St (as shown in Option 1) should be aligned with the “reconstructed” 5th Avenue East” (also shown in Option #1). Currently in the drawings the southbound lanes out of the station are aligned head-to-head with the northbound 5th Avenue traffic. Furthermore, this resulting intersection should be provided with a traffic light.

-----As mentioned in Section 3.2 above, it will make for a better strategy to focus the 185th station of transit connections and NOT commuter park & ride passengers; so therefore NO significant parking or parking structures should be added at this location. HOWEVER, if Sound Transit insists on constructing additional parking, a structure located on the West side of I-5 along NE 185th St (as shown in Option 1) is the preferable option since it would have the least negative impact on the station area, and have the beneficial effect of helping with the challenges of parking during events at the adjacent school district facilities.

-----Reconfigure the station site (as shown in Option 1) to maximize potential Transit-Oriented-Development immediately adjacent to the station. Currently the design shows a great deal of the land immediately adjacent to the station taken up with bioretention cells, service vehicle parking & ancillary buildings, and a large (.75 acre) blank “Landscaped Area”. These areas represent the absolute best sites for TOD and should not be used for non-public infrastructure or overly large, non-supportive open space. The station, and station area, would be much better served by the inclusion of a smaller town-square type public area as an open-space and a focus for TOD.

I-373-017

Your design strategies for the NE 185th Street Station are noted. Appendix F of the Final EIS contains current design drawings for this station, as well as the others proposed for the Preferred Alternative. The design of this station has been modified since the Draft EIS, including transit ingress and egress on NE 185th Street and relocated infiltration ponds. Parking at this station is proposed in a new garage on the west side of I-5 under the Preferred Alternative. The suggestion to shift the station south was not advanced because it would increase construction impacts without improving access or operations.

Please see response to I -373-07.

I-373-017 | ----Further enhance potential TOD development by designing for, and allowing station “overbuild” to provide commercial and/or community space above the station. Besides fostering the best possible integration of the station with local businesses, this would further shield the adjacent neighborhood and planned open spaces from the sights and sounds of the highway and light rail.

4.5 Mountlake Terrace

I-373-018 | For the sake of transit connectivity (see section #1 above), potential Transit-Oriented-Development (see section #2 above), and the preservation of existing express transit (again, section #1 above) the Station at the Mountlake Terrace Transit Center should be constructed as shown in the design for Alternatives B1, B2, B2A – Spanning across 236th Street SW. This alignment and layout works to streamline transit connections and minimize surface congestion impacts, while also opening up a broader area of adjacent land for potential TOD. The alternative, displacing the Express Bus “flyer stop” in the center of the highway, is a very bad idea. While at first glance, it almost seems like the arrival of Light Rail along I-5 will make these express-bus routes and “flyer stops” obsolete, this is certainly NOT true. There are many people who will still want and need to ride on express buses on the highway – and transfer between these two systems – especially in the decades prior to the completion of Link to Everett.

Other details which should be considered for the Mountlake Terrace Station include:

-----Design and build a direct pedestrian connection from the Light Rail Station to the neighboring “flyer stop”. Currently the drawings (Alternatives B1, B2, B2A) show no such link even though they are both elevated stations at the same site.

-----Increase the potential for TOD adjacent to this transit center by designing to allow station “overbuild/underbuild” and incorporating space into the structures which provide commercial and/or community space. This would help increase the potential for TOD within this important station-area, allow the best possible integration of the station with the local neighborhood, and help shield the community from the sights and sounds of the highway and light rail.

4.6 220th SW Street Station

I-373-019 | As discussed above in Section 3.1.3, there should positively be a station at this location. It would be an asset to the whole system, with increase ridership, easier access, and reduced congestion leading to the adjacent stations (Mountlake Terrace and Lynnwood P&R). One only need look at a map to see that a station at 200th SW will offer much better connections than the other stations to transit traveling East/West, and also transit in the SR99 corridor. Furthermore, a station at this location provides significantly improved access for residents west of I-5 between the county line and at least 196th; AND it would serve as easy access to/from the substantial commercial and residential developments already in the area from I-5 to 76th Avenue W.

I-373-018

The Preferred Alternative evaluated in the Final EIS locates the light rail station over 236th Street SW. The freeway flyer stop is currently connected by a pedestrian walkway to the existing Mountlake Terrace Transit Center parking garage. This connection would remain, and a new one would not be built.

All alternatives except Alternative B4 would allow the freeway station to be used longer term, although the long term use depends on transit-integration decisions yet to be made by the transit operators (Community Transit, Sound Transit, and Metro) currently serving the station.

Please see response to comment I-373-007 regarding TOD.

I-373-019

Alternative options to provide for a future station at 220th Street SW are considered in the Final EIS.

I-373-019 | There are no alternatives or separate options listed for a 220th SW station in the DEIS, so there is no preference to be stated here, other than to repeat the this station should definitely be included as part of the project. Also, its current design "spanning" 220th, is something which is a great asset and should be supported as I have mentioned with the other stations (stations shown at 236th and 155th are designed this way – stations at 130th, 145th, and 185th and not, BUT SHOULD BE).

I-373-020 | ----As has been mentioned with the other stations, TOD potential should be increased at this station site by designing to allow "overbuild/underbuild" and incorporating areas into the structures which provide commercial and/or community space. This would help increase the potential for TOD within this station-area, allow better integration of the station with the local area, and help shield the community from the sights and sounds of the highway and light rail.

I-373-021 | ----The other comment I'd make to the design of the 220th Street Station is that the Parking Structure shown should NOT be built. As discussed in Section 3.2 above, there will already be significant park & ride capacity at two nearby stations (Lynnwood and Mountlake Terrace Transit Centers), and a station at 220th SW would better serve the community with a strong focus on transit connections, NOT as a park & ride facility.

4.6 Lynnwood Transit Center

I-373-022 | Given the importance and value of Transit-Oriented-Development (see Section 2 above), and its ability to help support the Link Light Rail System, Alternate C1 appears to be the best option. It provides a station furthest away from the highway, so it has the most land which could potentially be developed as TOD, and those developments would be more attractive since they would not be immediately adjacent to the highway.

So this is a great start, but other factors to consider include:

-----Further increase the potential for TOD, and really maximizing the station's integration into the community by designing station "overbuild/underbuild" and incorporating spaces into the adjacent structures which provide commercial and/or community space.

-----Remember that rider's experiences at stations are as important to a transit system's success. Because of this, make certain that the issue of transit transfers are prioritized, included into the planning, and that the station's design incorporates features that streamline connections and make waiting and transferring safe, easy, comfortable. Considering DEIS design C1, this should mean that the station has a mezzanine level with an elevated and covered pedestrian walkway connecting into the adjacent parking garage, and then on across over to the center of the Bus Transit Center where pedestrians could descend to the platform. This would speed up access into and out of the Light Rail Station, and by grade-separating pedestrians from surface traffic public safety will be enhanced and transit delays minimized.

I-373-020

Please refer to I-373-007.

I-373-021

If built, parking is proposed at the 220th Street SW Station.

I-373-022

Your preference for Alternative C1, and your design suggestions for the transit center are noted. Alternative C1 is not included in the Final EIS Preferred Alternative. See Appendix F for the current design proposed for this station with the Preferred Alternative. Please refer to the response to I-373-007.

Thank you for your summary of preferences for the Lynnwood Link Extension.

SUMMARY:

I-373-022

In the terms of the DEIS alternatives listed I support an Lynnwood Link Extension which would be described as: Alternative A5; Alternative B2A; Alternative C1.

Beyond those choices as listed in the DEIS, significant changes to what is listed in the DEIS should include (all the details as to "why" I make these comments can be found in the preceding sections as indicated):

1. Alter designs at every station to increase the potential for Transit-Oriented-Development. This includes: allowing for over/under build of station itself; moving and minimizing the presence of non-vital systems and facilities away from the station core; reduce the amount of parking; foster the creation of community "hubs" at each station to anchor and support the development of each Station Area. (see Section 2; Section 4.1 through 4.6)
2. The current design of some stations (155th, 236th, 220th) "spanning" the adjacent east—west arterial, is a great feature which all of the station designs (130th, 145th, 185th) should also emulate. As discussed: it increases public safety, will mitigate some of the negative impact the stations will have on surface congestion in the station-areas, and will streamline and make more pleasant rider's experiences accessing and transferring at the stations. (see Sections 4.1 through 4.6)
3. The only significant parking structure which should be constructed as part of this project would be the garage at NE 155th Street. (see Section 3.2)
4. Much more attention must be given to this Light Rail line's connectivity to the current and future transit system must be much better studied; and efforts must be made to design and plan efficient and effective transfers to/from the Lynnwood Link. (see Section 1; Section 4.1 through 4.6)

CONCLUSIONS:

I-373-023

Reading the Lynnwood Link DIES it unfortunately looks like the communities and neighborhoods to the north of Northgate are being asked to accommodate a series of large Park & Ride facilities for a commuter railroad. The residential densities are slightly lower than in downtown Seattle, but this area is all a part of the same continuous metropolitan area — an area ready to be served by this intra-urban transit system which will in turn support urban growth and increasing density.

I don't know if the designs in the DEIS fall short because of perceived potential cost pressures, or just a notion that it would be more expedient to simply focus on the needs of commuters rather than to plan a system which integrates with each community it serves. No doubt, one goal of Sound Transit's Light Rail system is to meet the needs of commuters, but this is not its only use, nor the only goal identified by Sound Transit's Board. Each station needs to support its immediate community, and foster the TOD that will in turn help support the station and the whole system.

Last April, Sound Transit's own analysis reported that the potential for TOD at the proposed Lynnwood Link station sites to be poor. Unfortunately, in the intervening 4 months between doing this research and issuing the DEIS in July it appears that little or nothing changed — there was no recognition that the current design was not meeting Sound Transit's own Transit-Oriented-Development criteria (ST Policies issued December 2012). This is frustrating, because even though this route will always be greatly limited by its alignment down the edge of the highway, the designs of the stations can be modified to better mitigate the negative impacts and integrate into the neighborhoods — and that in turn will better support Station-Area-Plans in each community.

Jumping all the way back to my very first line of these comments, please remember that I am a huge fan and advocate for Public Transit. My comments, complaints, and suggestions here do not represent someone fighting against the construction of Light Rail — just the opposite. I want all these transit systems built, and then more! But I watch and see just how costly these plans and developments are, and how long it takes to complete — and that leaves me with the unmistakable impression that we've only got a single chance to create these systems (in our lifetimes anyway), so we better all do the best we can at "Getting it Right the First Time".

So I take part in the public process, and send in these comments, in hopes that we don't just build the quickest, easiest, most expedient solution which satisfies the broad goal (in this case, getting Light Rail to Lynnwood) — but instead takes the time to figure out creative solutions which maximize the value and guarantees the worth of every aspect of what Sound Transit creates.

It is what our neighborhoods, communities, and the entire region demands and deserves. I hope that Sound Transit takes the time to plan and implement a design which results in truly great stations, supporting vibrant station areas in transit-oriented neighborhood, all of which is vital for our regional transit system to succeed.

Regards--

Andrew Reay-Ellers

I-373-023

Thank you for your comments and concerns. Sound Transit appreciates your time and input in the public process.

Sound Transit refined the project design for the Preferred Alternative in the Final EIS; see Appendix F for conceptual designs.

September 23, 2013

Pauls Zommers
4750 – 46th Avenue NE
Seattle, WA 98105
pzommers@hotmail.com / (206) 369-0757

Sound Transit
Draft EIS Comments, c/o Lauren Swift
401 South Jackson Street
Seattle, WA 98104
LynnwoodLinkDEIS@soundtransit.org

Dear Members of the Sound Transit Board –

I-374-001 I am writing to express my concerns over the planned light rail extension to Lynnwood, and specifically how this project is going to impact our Latvian community's church and cultural center.

Our center is of significant historical importance to me, my family and the rest of the Latvian and Baltic communities. The "christening" of the church took place on February 6th, 1972. I was born just a few weeks later on March 16th, 1972, and soon after was one of the first children christened in our church (see pics below signature). I have been an active member of the Seattle Latvian-American community since early childhood, and attended the Seattle Latvian School on Saturdays.

Over the last few decades, we have also enjoyed countless events at the center, from the beautiful Christmas Eve church service to dances, choir performances, bazaars, birthday parties, weddings, confirmations and the like. Now I have a family of my own, and all three of my children were christened in the very church I was 40+ years ago. My three kids are also following in the footsteps of my generation by attending the Latvian School and enjoying all the same dynamic functions. At school, the kids learn all about the Latvian language, history, folklore, traditional dancing and singing. But they also have the unique opportunity to share their very own Latvian family history with friends.

My parents fled Latvia on foot during World War II, and after a few years in Displaced Persons camps in Germany, immigrated to the United States. After the original Latvian Center in Wallingford was claimed by eminent domain, my Mom and Dad were part of the crew who hand-built the center near 117th Street and 3rd Avenue, next to I-5. Specifically, my parents were largely responsible for the interior design elements of the building, most of which is still in place after all this time. Relocating our center would not just destroy the physical structure built by our original Seattle Latvian community members, but it would also end the decades of fond memories for 3 generations of families.

I-374-001

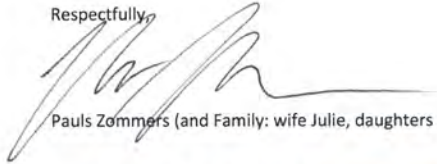
Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-374-001 Our center is living, breathing history. It simply cannot be replaced by an alternative property. The loss to our Baltic community would be completely devastating.

Although there are challenges the board faces with the potential light rail routes, it is imperative that our center face minimal impact from the Sound Transit expansion to Lynnwood, both during construction and after completion. I sincerely hope that a route can be established that would allow for light rail to be constructed at grade to help minimize or eliminate the noise and vibration caused by the frequently passing trains. From the peaceful services and ceremonies in the church to traditional Latvian performances in the hall, adding these unwanted elements would permanently alter our enjoyment of the center. The center is the hub of our active and vibrant Latvian community, and even short-term closure would have an adverse effect on our families.

Elimination of the Latvian church and cultural center for Sound Transit expansion simply should not be considered in your construction plans. Please consider a route that would have the least impact on our community center.

Respectfully,



Pauls Zommers (and Family: wife Julie, daughters Laila and Anna, son Aleksandrs)



LEFT: My mother Dzintra Zommers holding me tight after my christening in 1972. We are joined by Minister Āboliņš with my Dad and Godparents close behind.

RIGHT: Four decades later! My son Aleksandrs (youngest of our 3 kids) after his christening in 2011. Minister Cilnis and parents Pauls and Julie are book-ended by Aleks' Godparents.

September 23, 2013

To: Sound Transit - Attention Joni Earl and Board Members



From: Ed Paskovskis, 2905 25th Ave West Seattle, WA 98199

Regarding: Lynnwood Link Extension Draft EIS

Thank-you for the opportunity to comment of the proposed Lynnwood Link Extension project.

I-375-001

I urge the Sound Transit Board to find an alternative route for the above mentioned Link Extension. Under the current Draft EIS proposal the Latvian Church and Community Center (LCCC) will be threatened in its ability to serve its stakeholder communities during construction and implementation. Specifically, my Baltic-American family of three generations has used these facilities since the 1960's. We are genuinely concerned that the Lynnwood Link Extension will adversely affect the religious, historical and cultural traditions this location has offered the Baltic-American Community of Puget Sound.

The property upon which the LCCC is situated upon is a vision realized by scores of Baltic-Americans, many of whom immigrated to this country after the occupation of the Baltic States, Estonia, Latvia and Lithuania by the Soviet Union in 1944. Since the 1960's this parcel of land has been a symbol of freedom to exercise religious, cultural and community traditions. The property is most unique in that it provides a private sanctuary under evergreen trees in an urban setting. Needless to say, the privacy aspect of this property may be impaired by this project proposal.

Please respond the following concerns in the EIS:

- 1) What project location alternatives are available that do not result in any property takings from the LCCC?
- 2) If LCCC property takings are warranted during construction and/or implementation what alternative sites are within proximity?
- 3) What if any impact will be generated by additional noise reflecting to the LCCC?
- 4) What if any impact will be generated by additional lighting reflecting to the LCCC?
- 5) What if any impact will be generated by vibration to the LCCC?
- 6) Is there any data to indicate similar projects generate crime in the neighboring areas?

We look forward to Sound Transit's response.

I-375-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

The EIS discusses noise and vibration impacts in Section 4.7, visual and aesthetic impacts in Section 4.5, and safety in Section 4.14.

Edmunds M Lettis
530 214th Ave SE
Sammamish, WA 98074
Tel: 425-399-0401
edlett@msn.com

September 23, 2013

Sincerely,
DERS Comments v/o Lauren Swift
101 Jackson St.
Seattle, WA 98104

I-376-001

I am writing to voice my concerns over the current preferred designs that staff have presented to the board, specific to the section adjacent to the Latvian Church located at 11710 3rd Ave NE Seattle WA. I am a member of the congregation and sit on the board of directors of the community center.

My parents were both born in Latvia, immigrated to the United States after WWII and settled in Sacramento California where they raised their family. My brother, sisters and I were taught the Latvian language from an early age at home, as well as attending Latvian school on Saturdays, where we were taught the language, history, songs, dance and culture of the Latvian people, just like here in Seattle, Sacramento had a Latvian Lutheran church, school and a community center where we all came together to share not only our religious beliefs, but the language and culture of Latvia.

I left Sacramento in 1980 to find my way in the world and eventually got married and started my own family. We moved to Seattle in 1989 and started our family with our first born in 1993 and 3 years later our second son was born. Both my sons have attend and graduated from the Seattle Latvian school, have attend church there and participated in many events over the years. Both sons have traveled to Latvia through a program called "Sveiks Latvia" which is sponsored by the Latvian government as well as the American Latvian Association of America in conjunction with the local Latvian schools here in the United States and other countries around the world. My oldest son is a member of the local Latvian dance group "Trijpadsmitie" and has performed in many shows with them.

My point is, that this church/community center has been a huge part of my family's life here in Seattle and I don't know how I could expose my sons and family to my rich heritage that my parents exposed me to. They will both be better men and people with this experience and hope that they will be able to share it with their families when that time comes.

My family and I are not against the light rail being expanded throughout this area, but we are against it encroaching on the church/community centers property. Please take the time to design the rail, so that it does not affect the property in any way, so it can continue to prosper and provide experiences for my children and their children in the future.

Sincerely,

Edmunds Lettis

I-376-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church to you and your family.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Draft EIS Comments

September 23, 2013
From Mary Monaghan
5214 - 201st Pl S.W.
Lynnwood, WA 98036

- I-377-001** | I spoke at the Embassy Suites in Lynnwood, WA on August 21, 2013 but did not have time to address the errors on the DEIS. There is mislabeling on attachment F on maps of noise wall mitigation – Locations – 200th St is mislabeled 196th for pages on C1, C2 and C3.
- I-377-002** | Attachment D – Vibration Impact by Build Alternative Table D-3 Projected Vibration for Segment C without mitigation - The distance to nearest track (ft) is incorrect on C2M and C3M and C2W and 3W – We live on 5214 – 201st Pl S.W. in Lynnwood and they have us closer to C3 than C2 and we are closer to C1 and C2. They all seem to be switched around on all addresses or at least in our neighborhood and on 52nd.
- I-377-003** | Under Character and Cohesion changes – Both C1 and C2 would feature design measures to avoid noise impacts, but the elevated guideways would change views and Alternative C3 would have the least effect on this neighborhood because it is largely adjacent or parallel to I-5. Table 4.5-1 Visual Quality Impacts – page 4-81 – High visual impacts for C1 and C2. Elevated guideways on east side of 52nd Ave. W would visually intrude upon the integrity and unity of the residential area. P. 4-82 We on 201st Pl. S.W. down by the Spragues Ponds and mini park will be impacted visually by the skyline and loss of mature old growth vegetation and trees. On page S-32 under S.10 you talk of longer term visual impacts that might not be mitigated. Does this mean if you destroy a park and wetlands, you cannot or will not mitigate and put the wetlands back together or it may take a hundred years for things to grow back? There is no way ST can give back all of this old growth vegetation and trees after construction which are a buffer to freeway noise now.
- I-377-004** | The bogs and wetlands are a natural filtration ecosystem which work hand in hand and should not be messed with. We need this natural filtration in our community because of the transit center where many busses and vehicles come into and also when the Edmonds School District build there buss barn facility, there will be even more need for these wetlands and bogs to help keep the air clean. If you disrupt this delicate balance, it could be disastrous to our air quality, wildlife, animals, fish, birds and even bees. A quote from Albert Einstein “If the bee disappeared off the face of the earth, man would only have four years left to live.” If the human race continues to destroy our precious wetlands and bogs, this could very well contribute to our demise.
- I-377-005** | I feel the light rail should use the new alternative C3M and stay in the middle of the freeway as long as possible and then cross over to the transit center.
1

I-377-001

We reviewed the maps showing noise and vibration impacts to make sure they show the correct parcels with impacts.

I-377-002

A labeling error occurred which resulted in a portion of Alternative C2 to be switched with a portion of Alternative C3 during the vibration analysis (from Civil Station 522+00 to the north end of the alignment). This error had no effect on the conclusion that vibration mitigation was not required for receivers along that segment of the alignment. The correct distances are used for all receivers in the Final EIS and the correct vibration levels are reported.

I-377-003

Your concerns about visual impacts related to the elevated guideway are noted. Sound Transit will mitigate impacts to parks and wetlands, but if mature trees must be removed, it will take time for the replanted trees to grow in. It is this potential impact that the text in the Summary is acknowledging. Modified Alternative C3 is the Preferred Alternative in the Final EIS, which avoids impacts to Scriber Creek Park and reduces wetland impacts compared to some other alternatives.

I-377-004

Your comments regarding the importance of wetlands are noted. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

I-377-005

Your preference for modified Alternative C3 is noted.

Imants F. Holmquist
1712 44th Ave SW
Seattle, WA 98116
imants@gmail.com

September 23, 2013

VIA EMAIL ONLY

Sound Transit
c/o Lauren Swift
401 Jackson Street
Seattle, WA 98104
LynwoodlinkDEIS@soundtransit.org

Re: Comment on the Sound Transit Lynwood Link Extension Draft Environmental Impact Statement Dated July 26, 2013, (the "DEIS")

To Whom It May Concern:

I-378-001 I have reviewed the DEIS and I have several comments regarding the impacts on the various alternative routes would have on the Latvian church and community center located at 11710 3rd Ave NE, Seattle, WA 98125. By way of background, my personal use of the Latvian Center includes among other things: my christening, ten years of Latvian school on Saturdays, Latvian folk dancing for six years, and countless social and cultural events while I attended the University of Washington's Baltic studies Program. Now that I have a family of my own, my daughters attend the Latvian School on Saturdays and we attend many of the other events at the Latvian Center including performances, shows, and the candle light services. I anticipate that my daughters will be at the school for the next ten years or longer, and participate in the same events I was lucky enough to experience at the Latvian Center. I cannot imagine raising my family without the Latvian Center and the cultural events that occur there.

Comments on Impacts of Elevated Routes

The DEIS does not clearly define exactly where the elevated alternatives will run in relation to the Latvian Center. I urge Sound Transit to review an alignment of the elevated tracks that keeps them as far away from the Latvian Center as possible. To the extent the caretaker's house must be taken, I urge Sound Transit to compensate sufficiently to replace the caretaker's house with another house on one of the properties adjacent to the Latvian Center. Without a caretaker's house, the center would be susceptible to criminal activity due to its isolation. The DEIS fails to outline specific noise mitigation to the Latvian Center. It should review noise impacts and mitigation

I-378-002

I-378-001

Thank you for describing the importance of the Latvian Church and community center to you and your family.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property as shown in Appendix F of the Draft and Final EIS.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-378-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Potential mitigation measures for noise impacts are described in Section 4.7.7 of the Final EIS.

I-378-002 | for sound and vibration and specifically the impacts on a school playground that close to the track.

Comments on Impact of At Grade Routes

I-378-003 | The DEIS calls for acquisition of the Latvian Center under all of the at grade alternatives. The DEIS should review and research alternative track alignments that do not result in taking the ingress and egress to the Latvian Center. Further, to the extent the ingress and egress must be acquired to make way for the track, the DEIS should provide a track alignment that is as far from the Latvian Center as possible to reduce noise and allow space for a noise wall. The DEIS should study noise impacts at the Latvian Center given the desire to keep the Latvian Center in its present location. Sound Transit should assist the Latvian Center with purchasing at least two adjacent properties for ingress and egress, lost parking, and a replacement of the caretaker's house. Further Sound Transit should pay for the construction and planning required to create a new ingress and egress to the Latvian Center. Anything less than this mitigation is unacceptable.

Impact on the Community of loss of cultural facility

I-378-004 | In light of the above comments, the DEIS should consider the cultural impact of the loss of a Latvian school and community center to the community as a whole and to the Baltic community in Washington. At one of the public hearings for the Lynwood Link, a member of our community noted that there were over 800 families listed in the Latvian community phone book. This means that there are thousands of total Latvians in the community. In addition, the other two Baltic nations have strong communities in Seattle that use the Center. I do not know the numbers, but assuming conservatively another 300 Estonian families and 300 Lithuanian families, the Baltic community is roughly 1400 families in the state of Washington. The DEIS should consider the impact of stripping this cultural group of its community center during construction of the Lynwood Link and in the event acquisition does not cover the cost of relocation to a similar site in a similar geographic region. The DEIS does not reference these impacts, nor does it discuss the broader impact to Seattle and the Northwest of not having this cultural facility.

Sound Transit Should Avoid Acquisition/Relocation of the Latvian Center

The Center was acquired, designed, and built by donations from the members of our community. My understanding is that the previous Latvian community center was the subject of eminent domain in 1969. At that time, the funds provided by the government fell woefully short of the cost to acquire the current property and build the current Latvian Center. This scenario was unfortunate, and would be devastating if it occurred a second time. Accordingly, if at all possible, Sound Transit should cooperate with the Latvian community's leadership to plan the Lynwood Link in such a way that the Latvian Center does not have to be acquired in its entirety and relocated. The end

Draft EIS at-grade alternatives did not provide noise mitigation as the facility was assumed to be displaced. The Noise and Vibration Technical Report for the Draft EIS did include noise impacts and mitigation specific to the church. The Final EIS addresses noise impacts and mitigation for the church in the Noise and Vibration Technical Report. Attachment F shows the location of noise walls by alternative.

I-378-003

As mentioned in the response to comment I-378-001 above, the project will no longer displace the church or remove its access. Noise impacts were evaluated in the EIS in Section 4.7 and in the Noise and Vibration Technical Report.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

I-378-004

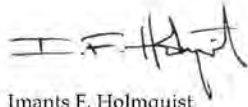
Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church, and for providing a history of how it came to be in its current location. As mentioned in the response to I-378-001, none of the Segment A alternatives avoid displace the church.

The church's importance to the community is noted in Chapter 7.

I-378-004 | impact of the Lynwood Link should not be the destruction of this regionally and cultural significant community center if it can at all be avoided. The DEIS does not adequately address this impact to our community.

Thank you in advance for considering my comments. I am hopeful Sound Transit will act on these concerns and the Latvian Center will be able to continue its long and rich history in its present location.

Sincerely,

A handwritten signature in black ink, appearing to read "Imants F. Holmquist". The signature is written in a cursive style with a large, stylized "H" and "Q".

Imants F. Holmquist

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Aina Sulcs
ADDRESS: 8921 41ST AVE SW
CITY: SEATTLE STATE: WA ZIP CODE: 98136
EMAIL ADDRESS: _____
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

My name is Aina Sulcs. I am 8 years old. I go to Latvian school at the Latvian center. I like to play with my friends and talk Latvian there. Around Christmas Santa Claus comes to the Latvian center. He gives us presents. I would be very unhappy if you took away our center. Santa won't find us any more.

THIS LETTER IS IN REGARDS TO THE LATVIAN LUTHERAN CHURCH AND CULTURAL CENTER LOCATED AT: 11710 3RD AVE NE, SEATTLE, WA 98125.



I-379-001

Thank you for your comment. Sound Transit's Lynnwood Link Extension Project will not take away your center. Santa will be able to find you there for many years to come.

I-379-001

Sound Transit DEIS c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

*Re: Sound Transit Link Light Rail system impacting the
Seattle Latvian Church and Center at 11710 3rd Ave N.E., Seattle, WA 98125*

Dear Ms. Swift,

After carefully reviewing Sound Transit's development proposal, I would like to express my deep concerns regarding the suggested plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system, along the east side of I-5. I believe the development would permanently cripple an artifact of historical and cultural significance in Northwest Seattle.

I was originally born in Latvia and moved to the U.S. for college. In 2012 after a few years of working and finishing gradschool Amazon recruited me to Seattle. A significant draw to the area versus say other opportunities in San Francisco or New York City was the vibrant Latvian community that I had heard so much about. While living so far from my native homeland, it was very important for me to preserve my cultural heritage, language and traditions.

Seattle's Latvian Church and Center did not disappoint. Quickly I got acquainted with the Center's welcoming community and became a regular member of the folk dance group Trejdeksnitis. In just over a year we have performed at numerous concerts all throughout Seattle, the group has made an international trip to the world's largest song and dance festivals in Riga and we have helped educate others about Latvian culture. And all while retaining and expanding a roster of young, committed individuals with background varying from finance to engineering, and from education to medicine for whom preserving, practicing and sharing our traditions has been immensely important.

Moreover, in the year I have been part of the Center I have seen it welcome new people to the area and helping them orient in the neighborhood. The Center fundraises and provides much needed social and material assistance to the oldest generations. Furthermore it shares its culture freely with the wider Seattle community through concerts, dinners and lectures – all events that have always been very well attended.

But the workings of this thriving place are fragile and should not be taken for granted. The people see in this physical space the work of their younger selves, their parents and grandparents. They see drapes that were sewn by their grandmothers and trees that were planted by their fathers. It is a place to honor the hardships and sacrifices that Latvian emigrants endured escaping the atrocities of WWII. This is also a place to celebrate a newly resurging independent Latvian nation. It is not just a complex of a few buildings. It's a monument to the life's work of the generations before and the generations still to come. It provides the necessary historical continuity much like other valued Seattle historic places.

Real, lasting damage will be brought by the current proposal to this vibrant cultural Seattle gem and I implore you to reconsider the plan. Please adjust your plans so as to leave this area untouched.

Sincerely,

Martins Blums
mblums@amazon.com

I-380-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church and community center to you and the Latvian community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-380-001

I-381-001

From: Ina Bray <inabray@comcast.net>
Sent: Saturday, September 14, 2013 4:07 PM
To: Lynnwood Link DEIS
Cc: Rimas Miksys
Subject: Save the Latvian Center!

Dear Sound Transit,

Your massive improvements in our area's transit connections are commendable. Yet the impact on the Latvian Center, the Latvian Lutheran Church and the Latvian and Baltic Communities could be devastating.

As you know, the land was purchased and these structures were built because of the intense dedication to their ethnic roots of post World War II Latvian immigrants, with time attracting diligent and most responsible Latvian individuals to the Northeast neighborhood. The neighborhood grew, with the Latvian Center and all its activities as its focus.

From the mid-1970's to the early 1990's I served as the president of the *Lithuanian* Community and for us the Latvian Center was "home." That is where we celebrated, commemorated, came together for political, religious, ethnic or social reasons, strengthening our Baltic roots as well as our sense of belonging to America. Most of these activities in those days were forbidden in our home countries of Soviet Latvia, Lithuania and Estonia.

I urge you to be cognizant of the fact that major destruction of or intrusion onto the Latvian Church and the Latvian Center will have and equally major impact on all three of our communities.

If a relocation of that facility indeed would become unavoidable, the new facility cannot be established at considerable distance but needs to remain in that general North Seattle area as the central point of the community.

Sincerely,

Ina Bertulyte Bray

I-381-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church and the Latvian Center to you and the Latvian community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Willis Cole <colews@earthlink.net>
Sent: Sunday, September 22, 2013 10:17 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Writtent Comment

Dear Sir/Madam:

Thank you for the opportunity to submit a comment regarding the proposals being considered for the Lynnwood Link of Sound Transit. I have closely followed the process and have attended two separate meetings in addition to email and mailed information. I submit the following:

I-382-001

It would be a mistake to rule out the options which place the Lynnwood Link Rail Station AS CLOSE AS POSSIBLE TO THE NEIGHBORHOOD (200TH AND CITY CENTER). Simply stated, light rail access will enhance the neighborhoods around the station and easy access to the City Center project will ensure its success for decades to come. Far too often, Lynnwood has place emphasis on traffic considerations rather than focusing upon its residents. Placement of the Lynnwood Link at 200th (despite the cost to relocated businesses and personal residences) will create a TRUE integration of light rail into Lynnwood. The true value and neighborhood enhancement has been realized by those neighborhoods in Portland, OR and Vancouver, BC after seeing first hand the benefits of accessibility. The City of Lynnwood and some of its citizenry have taken a shortsighted view of locating the station beyond pedestrian easy access. This is a mistake. Please consider Option 1 as the true solution for decades to come.

Please locate the maintenance facility in Lynnwood. It will ensure that the Lynnwood Link is built in a timely manner and ensure Lynnwood's importance as a business and residential center for decades.

Thank you,

Willis Cole
Owner 18020 48th Ave W Lynnwood, WA 98037
206-940-0225

I-382-001

Your preference for the Alternative C1 is noted.

The Link Operations and Maintenance Satellite Facility is a separate project proposed by Sound Transit and is not part of the Lynnwood Link Extension project. See Section 2.9 in the Final EIS for additional information about this facility. Sound Transit prepared a Draft EIS for this project, which can be found on Sound Transit's website: www.soundtransit.org.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: AUSRA VALANCIUSKIENE

ADDRESS: 1717 16th Ave, # 10

CITY: Seattle STATE: WA ZIP CODE: 98122

EMAIL ADDRESS: ausrav@uw.edu

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-383-001

Comments

I am a Lithuanian teacher at Lithuanian Saturday Heritage school and a visiting lecturer at UW. I am a member of the Lithuanian - American Community. We use Latvian Center a lot for all our holidays (Independence Day, Easter, Christmas, etc) and common events for Baltic Studies Program at UW. Having access to this center is very important for both - Lithuanian and Latvian communities and especially for our children - to make them familiar with our traditions and culture and to keep them for their children.

The proposed Light Rail line may have very severe impact on the Latvian Center. I am writing to ask to do everything in your power to keep access to the center open during construction. Please mitigate as much as it's possible construction impacts (vibration, noise, dust, etc)



I-383-001

Thank you for describing how you and the local Lithuanian community use the Latvian Center.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Construction impacts will be mitigated as described in the applicable EIS sections: 4.6 for air quality and 4.7 for noise and vibration for example. The Center's access will be maintained during construction.

September 19, 2013

Sound Transit Draft EIS Comment
c/o Lauren Swift
401 Jackson St.
Seattle, WA 98014

I-384-001

I am a member of the Seattle Latvian Lutheran Church and the Latvian Association of the State of Washington. As a Lynnwood resident I support the Light Rail extension to Lynnwood, but I am deeply concerned about the effect the project will have on the Latvian Center, as the proposed rail line will go on our side of the freeway. As it now stands, at-grade tracks would take our entrance, our caretaker's house and part of our parking lot. There is a possibility that we might lose our Center altogether. This would be a great blow not only to the Latvian community, but to the Estonian and Lithuanian communities as well. They too use our church and community center for worship and social and cultural activities.

The Center, financed and built by members of the Latvian community, has been our "home" for more than 40 years. Both my father and brother spent many hours after work and on weekends helping with the construction. People of all generations use the Center: children attend the Latvian Saturday School, young people practice folk-dancing, sing in the choir, seniors meet for lunch and cultural programs. Much of our time away from work and duties at home is spent at the center. This month Latvia's President and the ambassador of Latvia in Washington DC will be visiting the Center. A week later we will have a visiting theater performance from Latvia. In October we have our annual Harvest Festival, in November our Christmas bazaar and Independence Day commemoration, to name a few major events. The church is used not only for services, but christenings, weddings and funerals as well. The Center is a vital part of our existence and it is hard to imagine that we could start anew at another location.

Latvian Americans who came to this country as refugees from communism are grateful to the United States for taking us in and giving us the opportunity to live in freedom. We are good citizens and have raised our children to love and respect America – after all, we are all Americans. But we also want our children to know about their roots. Please do everything possible to allow us to keep our church and center in its present location.

Sincerely yours,



Inta Wiest
2030 151st Pl. SW
Lynnwood, WA 98087-6345

I-384-001

Thank you for describing the importance of the Latvian Center to you and the Baltic communities, and for providing some history about the center.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations. As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Sunday, September 22, 2013 11:51 PM
To: Lynnwood Link DEIS
Subject: C Alternatives - for the record

I-385-001

Mayor Gough and Lynnwood City Council Members,

I spoke with Diane Bailey, the Administrator of the Conservation Futures Fund, and she told me that the Fund's records show the City of Lynnwood received funding for both Scriber Creek Watershed #1 and the Scriber Creek Wetlands Complex. She recommended that the City of Lynnwood check into how those monies were spent; specifically if there were Inter-local Agreements and Declarations of Protective Covenant for the properties funded with Conservation Futures, and to check on possible matching funds for these monies and any stipulations. (In addition, due to the naming conventions used in the City's, the Deis's and the Conservation Futures Fund's maps, I believe these funds may have been used to purchase other parcels of land impacted in the Lynnwood Link C Alternatives.)

Ms. Bailey also said to check the Title Report for the properties regarding any encumbrances which could have a significant impact on the use of these lands. Nancy Bartley, reporter, "The Seattle Times," interviewed David Somers, Council Member, Snohomish County Conservation Futures Program Advisory Board. It is my understanding he is getting an opinion from a Snohomish County attorney regarding the legal use of these properties. Also, a Field Visit to the potentially impacted lands is being scheduled by the EPA, with the FTA and Sound Transit.

I hope the Council ensures that all necessary information is obtained before making a final recommendation on the Lynnwood Link Alternatives on September 23, as there are many unanswered questions.

The future of a sensitive ecosystem, a large condominium community, many businesses, and the fate of a neighborhood rests with you. I believe Sound Transit will follow your lead and develop the route you recommend as it is easier to follow the path of least resistance. I also respectfully request that a motion be made by a council member for a Roll Call Vote so that citizens/voters know who agreed or disagreed with the City's recommended route to Sound Transit.

Thank you for your consideration,

Respectfully,
Linda Willemarck

I-385-001

Sound Transit has received this copy of your letter written to the City of Lynnwood City Council and Mayor, which asks for their leadership in recommending to the Sound Transit Board the project alternative that best serves the city of Lynnwood's natural environment, residents, and businesses.

The Preferred Alternative is a modified Alternative C3. If another alternative is selected requiring acquisition of property funded by the Conservation Futures Program, Sound Transit will work with the City of Lynnwood and Snohomish County to address the requirements of existing agreements.

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Sunday, September 22, 2013 11:54 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link - for the record

I-386-001 City of Lynnwood, 20015 Cedar Valley Road, "Scriber Creek Park", Neighborhood Park / Open Space – 3.8 acres.
However, Snohomish County Assessor, Parcel 00608400300101, 20015 Cedar Valley Road, City of Lynnwood, 761 parks – general recreation, 4.59 acres.
In addition, this parcel is listed as "City of Lynnwood Scriber Creek Wetlands Park" in Backflow Prevention along Scriber Creek Attachment A-1, Scope of Work., 6/28/11.
Page 4-27 Segment C: Mountlake Terrace to Lynnwood. Alternative C1 – 50 Full Acquisitions
However, Table 4.1-1 Potential property acquisition and displacement C1 total full acquisitions— 80
Table 4.2-2 Estimated area of acreage by land use. C1 multifamily lists .83 acres.
However, The 76 Multifamily units are over 3.0 acres alone.
Table 4.17-5 Potential Construction Impacts on Scriber Creek Park. "Short-term partial closure of the park during construction." *THIS IS THE ONLY NOTATION.*
However, the C2 and C3 categories note noise and visual impacts, *yet not in C1.*
Table 4.8-1 Streams in study area, Coho Salmon and Cutthroat Trout noted. See figure 3.1c in the DEIS.
OMSF Site Evaluation October 2012, City of Lynnwood: The City was also concerned about the sites proximity and potential impacts to the Interurban Trail (linear park on the south side) and Scriber Creek (salmonid bearing waterway north of the site) and potential loss of flood storage capacity.
However, (Summary) S-20 No adverse impacts on threatened or endangered species. ...in seismically active area therefore, localized geological hazards and risks are possible.
City of Lynnwood, Chapter 17.10, Environmentally Critical Areas: 17.10.060 Stream – Rating.
A. Category I. The following streams are classified as **Category I: Scriber Creek, Swamp Creek, Lunds Creek and Halls Creek.** The Sensitive Areas Ordinance requires buffers from the nearest development.
However, 17.10.062 Stream alteration allowed.
A. All Category I streams shall be preserved. The city may only allow alteration of Category I streams when approved under LMC 17.10.048 and 17.10.049.
A. An application for a reasonable use exception containing the elements required in LMC 17.10.049 shall be filed with the department and shall be considered by the hearing examiner at a public hearing under Process I (LMC 1.35.100 through 1.35.180).

I-386-001

The Lynnwood Link Extension will comply with all federal, state, and local environmental laws and regulations to avoid and minimize impacts on ecosystems resources, as discussed in Section 4.8 of the EIS. Also, as noted in Section 4.8, the study area for ecosystems was defined as the area within 200 feet of the project alternatives and features to capture potential impacts on regulatory buffers for wetlands and water bodies.

Table 4.2-2 identifies the estimated acreage of land permanently converted to a transportation use; in some cases, a larger parcel could be impacted and its use displaced, but not all of that parcel would be likely to remain as a transportation use.

I-386-001

S-20 Water resources – the Segment C alternatives could place structures in the Scriber Creek Floodplain.

However, S-31 C1 would have columns and a section of the elevated guideway within the Park

Native Growth Protection Area. Sign Installation Guidelines Sign placement shall be up to the approval of Snohomish County. All signs must be secure and permanent.

However, there are at least 7 signs which our group has found on the C Alternatives property. One sign is only 50 feet away from 52nd Ave W. With the dense wooded area it is difficult to note with any accuracy how many more signs there actually are.

Table 4.1-1 Property acquisition list includes Multifamily use.

However, Table 4.1-3 Property available for relocation has NO Multifamily listed

Figure 4.17-4 Scriber Creek Park Potential Impacts with Alternatives C1 and C2.

However, Scriber Lake Creek is labeled where Scriber Creek is.

Page 1-4 1.3.1 – Aquatic Species and Habitat, 1.3.2 – Vegetation, Terrestrial Wildlife and Wildlife Habitat and, 1.3.3 – Wetlands. *They talk about looking at impacts 100-200 feet outside the direct project area. Sprague's Ponds are across the street from Scriber Creek Park and I've read no mention on the impacts the Light Rail would have on that waterfowl and wildlife area.*

1.4.3– Avoiding and Minimizing Impacts on Sensitive Ecosystem Resources. *If Sound Transit's first priority is to avoid impacts to sensitive areas, then why are they building on a wetland, watershed, and wildlife habitat?*

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Sunday, September 22, 2013 11:55 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link - for the record

My name is Linda Willemarck. I live at 4900 200th St SW in Lynnwood. Since learning about the Sound Transit's Alternatives for the Lynnwood Link, a mere 3 months ago, I have spent a great deal of time trying to understand what properties are involved and what impacts it will have.

I-387-001 As you know, both the C1 and C2 Alternatives would be going down 52nd Ave West/Cedar Valley Road. In my research I found a very compelling document that really puts into perspective the importance of this area. The document reads, quote "...an established single family neighborhood containing hundreds of affordable homes and is in close proximity to several affordable housing apartments and condominium complexes, all of which would be adversely impacted by light, noise, property values, and other impacts ..."
"directly impacts hundreds of affordable homes when there are other sites available, raises social justice issues..."

I-387-002 "...located adjacent to significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted..."

I-387-003 "...Therefore, the City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential sites and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site..."

....that such site not be included in any environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District."

These quotes were taken from Resolution No. 2012-07 of the City of Lynnwood, Washington, regarding issues concerning the potential siting by Sound Transit. It was signed by Mayor Gough of Lynnwood on 10/22/2012.

I-387-001

Thank you for your concerns about the impacts to neighborhood character and cohesion from Alternatives C1 and C2 in Lynnwood. Section 4.4 addresses neighborhood impacts and Appendix C provides an Environmental Justice Analysis.

I-387-002

See Sections 4.17 and 4.18, which evaluate impacts to Scriber Creek Park under the various alternatives.

I-387-003

Thank you for your comment that summarizes the City of Lynnwood's Resolution 2012-07.

Lynnwood Link Extension Representatives
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

September 22, 2013

Dear Sound Transit Representatives,

My name is Indra Ekmanis and I am a 24-year-old doctoral student at the University of Washington. I am writing in support of the efforts to preserve and maintain access to the Seattle Latvian Church and Community Center, which is currently in the path of the proposed Lynnwood Link light rail extension. I would like to convey the profound cultural, religious, and academic impact this Center has had, both on my personal life and those of my peers, as well as on the greater Seattle community; I request that you address these attributes of the Center in continued planning for the Link extension.

I relocated to Seattle two years ago as a master's degree student in the Henry M. Jackson School of International Studies at UW, from which I graduated this June and where I will continue my doctoral studies. Here, I worked in close concert with the Baltic Studies Program at UW, which is a program unparalleled in the entire country and which functions, in large part, from the support it receives from the Latvian Center and associated Baltic communities in the Puget Sound area. This Program is of great importance, not only to the University, but also to the field of multidisciplinary area studies in a region that is critical to U.S. and European security prospects, economies and cultural development. Should it be of interest, I invite your request for any policy briefs I have written on the significance on the Baltic States, which demonstrate the necessity of such a Program to be active and functioning.

The Latvian Center is a critical support beam for this Program — this extends beyond the support of individuals who may belong to community organizations to the actual building itself. The Center is the main gathering place and host multiple fundraisers critical to the continued functioning of the Program at the University. Given the current fiscal threat to higher education, this is more necessary than ever before. The financial support emanating from this community is certain to be negatively affected if the Center faces relocation, taking a severe toll on the academic offerings of the University through this important Program.

In addition to its unmatched support for the Baltic Studies Program, the Center is a critical hub for multiple generations of individuals to come together. Without this Center, I would have been lost in my transition to Seattle. Indeed, my community revolves around this Center; my week is full of activities hosted within its walls. Wednesday evenings are dedicated to choir practice, Saturday mornings I teach third grade students at Latvian school, Sunday mornings are for church services, Bible study and meetings, while Sunday evenings I rehearse with our award-winning folk dance ensemble, Trejdeksnitis. Youth organizations, such as the Association of Latvian University

I-388-001

Students and the American Latvian Youth Association, also make use of this space for community building.

Not only do I participate in the multiple events hosted at the Center, but the connections forged here have also led to being active in the greater Seattle and world community. Indeed, Trejdeksnitis has participated for years in Seattle community enrichment programs, including annual performances at the Seattle Public Library, as well as in various Folklife festivals. Trejdeksnitis was the most advanced American dance group to participate in this year's Latvian Song and Dance Festival in Riga, where we represented Seattle with pride. Removing access to this space would be catastrophic, degrading activities that not only foster our community growth, but bring recognition and interest in Seattle to communities across the world.

The Baltic communities have contributed much to the Seattle area. This property, built by individuals who saw their homes decimated by the tragedies of World War II, is a testament to the rich history of immigrants who have added greatly to the culture and economy of Washington State. This building is a vital gathering place for multiple generations. Indeed, without this center, children and young adults from our community would be robbed of the ability to actively interact with the refugee generation that sought solace in the aftermath of a horrific war. The importance of these connections cannot be stressed enough — to require a relocation or lack of access to this Center would decimate this tie to the past and to the history of these individuals.

I write this letter to stress the vitality and necessity of this community, not only for those who built it many years ago, but those who will continue to use it for many years to come. I appreciate the efforts of Sound Transit to develop the public transportation system, but I urge you to follow the options that will not cause detriment to a Center that has done, and has the potential to do, so much more good for the Seattle community. I request that you address these points and invite any request for additional correspondence.

Sincerely,

Indra Ekmanis

Doctoral Student
Henry M. Jackson School of International Studies
University of Washington
indraekm@uw.edu

I-388-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ILMA APSITIS

ADDRESS: 3502 NE 182ND STREET

CITY: LAKE FOREST PARK STATE: WA ZIP CODE: 98155-4222

EMAIL ADDRESS: N/A

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Lynnwood Link Extension
Comments:

I-389-001

Many, many years ago a wise man, called Hippocrates, in his writings said: "Do no harm!" The medical field has the Hippocratic oath that also incorporated the same idea.

The planners of the Light Rail certainly would benefit from this advice. Harm arises from not considering the repercussions to a large group of taxpayers. The various groups using The Latvian church and community center worked very hard to provide a place where to continue using their cultural values. These ethnic activities enrich not just them but also a much wider circle. None of these people expect government largesse but they do expect consideration from the government when it proposes to take away their way of life. The loss of the center would irreparably damage all current activities. Cultural activities should be valued and not dismissed. Consequences matter.

Ilma Apsitis

I-389-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

RIDE THE WAVE

From: Jan Ahlquist-Niemi <jan_niemi@juno.com>
Sent: Monday, September 23, 2013 1:14 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension Draft EIS Comment Submittal

I-390-001 I have a few concerns about Link Light Rail "access" and "storage" for bicyclists.

One cyclist I know who has used the Vancouver rail with his bike said that it was quite easy to use, although he commented that they don't allow bikes on the stairs, so he had to use the elevator.

Another cyclist that I know, who emailed me a few weeks ago, said that he's used our Seattle Link light rail with his bicycle at different locations, and he said that if it's an elevated or below street level boarding area for the light rail, then he was forced to have to use the very small & crowded elevator or carry his bike on the stairs, which was okay for him (he's strong). Then once he boards Link light rail, the area on the rail car that is now labeled "bikes & luggage" was already full with luggage, so he had to hold his bike near the boarding door, so it wouldn't flop over, while he rides the Link.

I was a bicycle & Sounder commuter for 3 years between Edmonds & Seattle. In my experience with the Sounder train station in downtown Seattle with my bike, the elevators are always overcrowded and I would end up waiting for at least 2-3 elevator runs up & down before there was room for me & my bike. I finally started going to the least-used set of stairs on the very south-end of Seattle's train platform & carried my bike up to street level...I got stronger doing so too, but some cyclists might not be able to do the same.

I also sometimes ran into an overcrowded problem on the Sounder train, typically during the summer, but especially in busy May (bike month) when many cyclists start to ride the train with their bikes for just the one month and would fill up the reserved spots on-board for "bikes or wheelchair", so I also had to sometimes stand holding my bike near the boarding door for the half hour ride, or wait for the next train & hope that it had empty bike spots.

Early on in my bike/train commuting days, one day on the Sounder while I was riding home to Edmonds, one of the two too-short Velcro straps that go through the bike wheels to hold the bikes upright came off my bike's rear wheel, and with only my front wheel then being held by a strap, when the train jostled through a rail switch on the tracks, my bike flopped over and my front wheel rim (still strapped in) got severely bent. My bike was positioned in the spot next to the aisle, not next to the wall. The other bike next to the wall had bulky and thick packs/panniers on both sides of its rear wheel, which forced my bike's position even further away from the wall, and thus the Velcro straps were not really quite long enough to securely hold my bike in-place when going over the rail switch, as I learned that day.

There are various alternatives (location & type of station) for the Lynnwood Link Extension being considered right now, for all 3 segments: A-Shoreline area, B-Mountlake Terrace, C-Lynnwood. Most of the station types for segments A, B, C being considered are "elevated" station options. Very few are "at grade".

I-390-001

Thank you for your input regarding bringing bikes aboard light rail vehicles. While the amount of storage on board Sounder trains is not within the scope of this project, providing adequate access for bicyclists to get their bikes to the train is considered and provided for in the station design. Stations will include bicycle parking. The inclusion of bike gutters is a final design decision, so whether stations will include them is unknown at this time.

I-390-001

So my concerns are:

- 1) About accessing an elevated platform. Will bicycles be allowed on both stairs & elevators? Will bike gutters/runnels be in-place?
- 2) I did not see any information at the August 14 open house (at the Nile Shrine Golf Center in Mountlake Terrace), nor in the Draft EIS, about where & how bicycles can be stored on the future Lynnwood Link rail cars once a cyclist has boarded. Bike hooks on Amtrak seem to work well, I've heard. The reserved "bikes or wheelchair" spots (two bikes, side-by-side) on the Sounder trains work fairly well, as long as your bike is the first one loaded next to the wall, but if you are the second bike loaded (nearest to the aisle), then the Velcro strap may or may not be long enough to securely hold your bike upright, as I experienced, and I ended up with a very badly damaged wheel rim when my bike fell over. My bike was un-ride-able when we arrived at the Edmonds station that day.

Thank you for your consideration of my observations and questions.

Regards,

Jan Ahlquist-Niemi
Co-Chair

Edmonds Bicycle Advocacy Group

EBAG Website: <http://www.edmondsbicyclegroup.org/>

"Raising safety awareness for both cyclists and pedestrians"

From: Anda Allen <andaallen@yahoo.com>
Sent: Sunday, September 22, 2013 11:55 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension

Re: The Latvian Church/Center

I-391-001

I was horrified to learn of the impact that the light rail would have on our Center. I moved to the State of Washington from Alaska twenty-three years ago and the Center has become important in my life. I have attended concerts, lectures, folk dancing, cooking classes and church services. I have also used the Latvian Library at the Center. I have attended events by the Lithuanians and Estonians, who rent the Center. I help out at the annual rummage sale that provides inexpensive goods for the local community, a lot of students and immigrants attend the sale to purchase items they couldn't otherwise afford.

I'm concerned because of the noise level, lack of access and lack of parking if the light rail is built near our Center. Today, the President of Latvia and some of his staff attended a function at the Center and we had a huge turnout. The Center had the windows open because it was warm. I can't imagine being able to hear a speaker, if the windows are open and the light rail is going by. The attendance was so large, that parking overflowed into the surrounding neighborhood. It would be difficult to park, if we lost part of our property.

It's ironic that in 1970 we lost by eminent domain our Latvian Center so that Seattle could have a park! Please tell me that this is not going to happen again. I've reconnected with my Latvian heritage and I would like to continue participating in events at the Center.

Anda Allen

I-391-001

Thank you for describing the importance of the Latvian Center to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Project noise impacts are evaluated in Section 4.7 of the Final EIS. At the location of the church, there would be a wall separating the light rail from the church property. See Figure G-17 in Appendix G, Visual Simulations and Illustrations.

From: cander3867@aol.com
Sent: Monday, September 23, 2013 8:52 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Lutheran Church

Attn: Lauren Swift

Dear Ms. Swift,
My voice is small and insignificant and I trust that you are making every effort to add your wisdom to this process. The only thing that I can offer to help you in this matter is to share a little bit of the history of this church.

I-392-001

It is important for you to know that this is more than a church it is a community and cultural gathering center. The Latvian community, culture, language, music, folk art and identity have thrived because of the vision and hard work of members of the Latvian community.

This was a self-funded work of love and labor to build a place (and the significance of place can never be overstated) for generations to gather, to share their religion, teach their language to the children, to teach Latvian folk dance and songs, to have New Years Eve parties, celebrate Christenings, Confirmations, Weddings and funerals.

It was always important to the WWII Latvian emigrants who were fleeing the war zone that was Latvia to be together. This place was the center for the gatherings and events. The many elders of the Latvian community who planned and saved and did the hard labor to build this church worked so hard for so many years to perpetuate all that was important to them. They worked so future generations would know their heritage. You can walk into the foyer and see so many Latvian folk symbols. The Red, White, Red Latvian flag so respectfully hung to honor a recently deceased veteran. The love of nature that is central to Latvians is evidenced in the thoughtful yet simple arrangements on the tables. You can see Latvian art on the walls as well as sculptures and carvings. These people were very deliberate in their planning and execution of this site. It is private so as to not impact the neighborhood. The kitchen facility is impeccably planned to serve the needs of the many gatherings and the preparation of traditional foods that are such an important part of any ceremony. And because this place was the heart of the people, the place for coming together, it has served as the anchor for all that is important to the Latvian people.

The need for this place was clear to the now deceased elders, they knew what the coming generations would need and their legacy needs to be respected. Now they are gone but the "rock" they built still stands as a beacon to the younger people who must work even harder to preserve their heritage and culture. The future of the Latvian community in Seattle is at risk without this space. As the elders pass on, the history, stories, songs, plays, foods and traditions are gradually being diluted and risk being lost. You may say that the Latvian culture can still be found in Latvia. This is not exactly true. The current day Latvia is a post-war Latvia that has had to try to survive under Soviet rule. The Soviets banned the language and music, destroyed literature written in Latvian and changed the names of the streets. The "ethnic" Latvians living there today, that were born during the Soviet occupation don't even speak Latvian, they speak Russian. So this church is actually a little island being overtaken by the dominant culture, while the culture of the homeland has been forbidden for so many years. They are trying to re-build Latvia IN Latvian. So, it is imperative that this church remain where it is. What was built with love so many years ago cannot be built again.

Please, anything you can do to protect the history and memories of this Church will be so appreciated. I pray for you the vision to see all possible solutions.

Sincerely,
Cheryl Anderson
Serila Andersons

I-392-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Latvian community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Rimas Miksys <rimas.miksys@gmail.com>
Sent: Monday, September 23, 2013 3:44 PM
To: Lynnwood Link DEIS
Subject: The Latvian Center and light rail

I have been active in the Lithuanian-American Community for 15 years. The LAC does not have its own church or hall in Seattle. While some smaller gatherings of our organization are held in members' homes in and around Seattle, we hold most of our meetings and celebrations at the Latvian Center. Two years ago I even moved to the Northgate area to be closer to the Latvian Center.

I-393-001 It would be very disruptive to our community if the Center was closed during construction of the rail line or worse still if the Center had to be closed and relocated. I urge the Sound Transit Board to consider the unique status of the Center in the social web of the Lithuanian, Latvian and Estonian communities. We all gather there with our extended families to celebrate significant events in the lives of our communities and our members. That family web may be destroyed beyond repair if the Center could not be used during or after construction.

Please take any and all precautions to reduce the impact of dust, noise, vibration. Give us access during construction.

The caretaker's house next door is vital to the daily operation of the Center. Can you find a way to save it?

When construction is complete we expect that there will be changes we will have to live with but we also expect Sound Transit to restore the site to something resembling its present condition.

Rimas Miksys

I-393-001

Thank you for describing the importance of the Latvian Center to the Lithuanian-American community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Sound Transit will use mitigation measures to avoid or minimize construction impacts on nearby properties.

23rd of September, 2013

I-394-001

I am writing in order to express my concerns over the plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system that may affect the accessibility and usability of the Seattle Latvian Community Center at 11710 3rd Avenue NE.

I moved to the United States to do my Master's in Civil Engineering at University of Washington a year ago and became an active member of the Seattle Latvian Community only this February when I joined the folk dance group "Trejdekšnitis" and a choir "Sigulda". Ever since then I have been coming to the Community center twice a week for the rehearsals and participated in several concerts that have been taking place there. Both singing and dancing is a very important part of Latvian culture and I have been doing one or another or sometimes even both of them at the same time for most of my life and I feel extremely happy to have the opportunity to do it again here in the Seattle Latvian Community Center. Moreover, this summer I also had the honor to participate with the Seattle Latvian folk dance group "Trejdekšnitis" in Song and Dance Festival in Latvia that takes place every five years and unites tens of thousands of Latvians from all around the country and overseas communities in several unforgettable performances.

Having grown up in Latvia and getting to personally know the American Latvian Community only a half a year ago I've become truly impressed about all the effort that these people are putting in order to keep the Latvian traditions, language and culture alive this far from our motherland. I knew, of course, already before coming to the United States that there existed such communities, but I had no idea that they were as active and large before I got to know the Seattle Latvians. Most of these people have lived here in America for the past 60 years and their children and grand children have been born and raised here, but still they are able to speak Latvian, sing Latvian songs, celebrate all of the traditional Latvian holidays despite that many of them have been only a few times in Latvia and some of them have even never been there at all and from time to time when I'm talking to them I have to realize that actually sometimes the American Latvians know more about our traditions and history than I - as a person, who has lived most of the life in Latvia and many of my friends back home would do. However, while being very oriented towards keeping the Latvian traditions alive in their families and the community, meanwhile all of the community is very opened and respectful also to the local - American Society. Both - the dance and choir practices as well as most of the concerts are conducted in English thereby making them opened to everyone who's interested in joining these activities and I know several American spouses of Latvians that do take part very actively in it and take the opportunity to explore and get to know more about our culture through dancing, singing and just being surrounded by the Latvians.

From the very first time when I came into the Latvian Community Centre here in Seattle I've always felt warmly welcomed there and in this half a year since I joined its activities I've gained several really close friends there and I can not anymore imagine my life without having this place to meet for all the practices and celebrations. It has become an absolutely integral part of my daily life here in Seattle and if it would have to be closed down or become inaccessible for even just a period of time, I would feel that as a huge personal loss.

I-394-001

Thank you for describing the importance of the Latvian Community Center to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project will be replaced.

I-394-001

I would also like to pay an attention to the importance of the possible negative effect of the noise caused by the light rail transportation to the church services which are taking place in the side of the building at the closest proximity to the proposed light rail alignment and emphasize the importance of considering proper noise isolative systems. Even though I am not a member of the Lutheran congregation and don't regularly attend the church services, the concerts of my choir are most of the time taking place at the Church and I expect that the noise coming from the traffic would be a noticeable nuisance for us to perform as well as for others to listen to our performances and therefore I would be personally influenced by the possible noise coming from the traffic.

All in all, now after six months of being an active member of Seattle Latvian Community, I can without any doubts say that the decision to join all of these activities has been one of the best things that has happened to me here in Seattle. I feel extremely grateful to all of those people from the community who have worked on creating the building itself and are continuously working to keep it working. We are a small nation having population of only around 2 millions, but most of us feel really explicit connection to our motherland no matter how far of it we actually are. Knowing that the Seattle Latvian Community once has already been forced to change its location due to a construction of new infrastructure in Wallingford, I think that going through a similar experience once again would cause a noticeable negative impact on the entire community.

This weekend the President of Latvia was visiting our community center and when he was starting his speech, the first thing he said was: "I really understand why this building is so extremely important to you - it is very homelike, it looks here as if I was now in Latvia." And I can totally agree to what he said. After I joined all the activities in the Seattle Latvian Community Center, Seattle has really become like a home - far away from home to me.

In conclusion I would like to emphasize that similarly like no one else in the community I am not against the building of Link Light Rail system and I do believe that it is a very important and necessary improvement of infrastructure to all of the inhabitants of Seattle. But meanwhile, I believe that a solution that has the least possible impact on our community's property and that would ensure continuous access and usage of this building can be found.

Thank you for your consideration.

Sincerely,

Ruta Ikaunieca

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Monday, September 23, 2013 12:16 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood Link Comments

I-395-001

My name is Linda Willemarck. I live at 4900 200th St SW in Lynnwood. Since learning about the Sound Transit's Alternatives for the Lynnwood Link, a mere 3 months ago, I have spent a great deal of time trying to understand what properties are involved and what impacts it will have.

As you know, both the C1 and C2 Alternatives would be going down 52nd Ave West/Cedar Valley Road. In my research I found a very compelling document that really puts into perspective the importance of this area. The document reads, quote "...an established single family neighborhood containing hundreds of affordable homes and is in close proximity to several affordable housing apartments and condominium complexes, all of which would be adversely impacted by light, noise, property values, and other impacts ..."

"directly impacts hundreds of affordable homes when there are other sites available, raises social justice issues..."

"...located adjacent to significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted..."

"...Therefore, the City Council of the City of Lynnwood does hereby resolve and request the Sound Transit Board to remove from its potential sites and evaluations list the Lynnwood 52nd Avenue West/Cedar Valley Road site..."

....that such site not be included in any environmental analysis, due to its many significant and unresolvable and irreparable impacts upon the City of Lynnwood, its residents and businesses and upon the Edmonds School District."

These quotes were taken from Resolution No. 2012-07 of the City of Lynnwood, Washington, regarding issues concerning the potential siting by Sound Transit. It was signed by Mayor Gough of Lynnwood on 10/22/2012.

I-395-001

Your comments regarding the impacts of Alternatives C1 and C2 on the community are noted. The Draft and Final EIS discuss in detail the potential impacts to neighborhoods in Section 4.4, Ecosystem Resources in Section 4.8, Parks in Section 4.17, and Environmental Justice in Appendix C. The Final EIS evaluates a modified Alternative C3 as the Preferred Alternative.

I-396-001

My name is Larisa. I used to go to Latvian school at the church every Saturday, until I graduated last June. I loved going to Latvian school on Saturdays because I got to speak Latvian with friends, learned more about my heritage, and learned Latvian folk dances. When I am older, I also look forward to dancing in the folk dance group that practices and performs at the church and traveled to Latvia last year to perform at the National Song and Dance Festival. I love the church, and want to be able to send my kids there when I'm an adult. Please don't take our church, our center, our home away from us.

Larisa Sules

The Latvian Lutheran church at:
11710 - 3rd AVE NE, Seattle, WA 98125

I-396-001

Thank you for describing the importance of the Latvian Lutheran Church to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ausra Vastaba
ADDRESS: 22302 61st Ave S
CITY: Hubert STATE: WA ZIP CODE: 98001
EMAIL ADDRESS: laume@msn.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-397-001

Comments I am an active member of Lithuanian community. Most of our events happen in Latvian Hall. We do have our Independence Day Celebration for numerous years. Our kids do grow up dancing at the Latvian Hall stage. There we had many cultural events. Our community had weddings and memorial services at the hall. Please consider to keep hall open during the construction. Thanks sincerely

Ausra Vastaba



I-397-001

Thank you for describing the importance of the Latvian Community Center to the Lithuanian community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Access to the church and church hall will be maintained during construction of the Lynnwood Link Extension.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Andrius Vartskai
ADDRESS: 29302 61 Ave. S.
CITY: Hydru STATE: WA ZIP CODE: 98001
EMAIL ADDRESS: AUDRIUS@COMCAST.NET
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-398-001

Comments Latvian Hall is a very important
place for a cultural activities of Latvian, Lithuanian and Estonian communities. Relocation of
the Hall would have a big negative impact.



I-398-001

Thank you for describing the importance of the Latvian Hall to the local Baltic communities.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Iwata, Roger
Sent: Monday, September 23, 2013 9:24 AM
To: Lynnwood Link DEIS
Subject: FW: Lynnwood link / DEIS comment /130th 145th,155th St. Stations

DEIS comment.

From: Ryan Basile (mailto:ryanbasile@gmail.com)
Sent: Sunday, September 22, 2013 8:38 PM
To: Iwata, Roger
Subject: Lynnwood link / DEIS comment /130th 145th,155th St. Stations

Roger,

I-399-001 Hello. I am very excited for the light rail system and the ability to walk to a light rail station from my house. I do have legitimate concerns over the Shoreline City Council's recommendation for the light rail station and parking structure to be placed at 145th St. (SR-523) and I-5. The Shoreline City Council is not discussing the reality of the conditions of traffic on 145th Street, or the 130th/155th St. options with WSDOT, Sound Transit, or the community.

The intersection where it would be placed (145th St. NE and I-5) is already a highly congested area. According to WSDOT, the intersection and the stretch of NE 145th St. surrounding it is already, in their words, over-capacity. Adding another destination focal point can only cause more congestion.

There are a couple of contributing factors to this, including, but not limited to: * It is the only complete set of I-5 on and off-ramps between Northgate and 175th St. NE. * There is minimal queuing area for the cars to enter the I-5 on-ramps. Which creates backups on 145th St. east and west of the intersection and in-between on the overpass bridge. This, in turn, creates backups on the I-5 off-ramps. * It is a main arterial to I-5, that receives the bulk auto traffic not only from Shoreline neighborhoods, but also from Haller Lake, Greenwood, Aurora, Lake City, Bothell, Woodinville, Pinehurst, Lake Forest Park, Kenmore, and east-side traffic. * According to WSDOT, traffic increased 11-15% on NE 145th St./SR-523 after the 520 bridge was tolled and people started using it as the connector around the north-side of the lake to I-5.

Currently, 145th St. east and west of the I-5 intersection during morning and evening rush-hour has two-lane 1/4 to 1/2 mile backups of cars waiting to go northbound and southbound onto I-5. One of the major problems is there is no good way to mitigate the issues of a light rail station on 145th. Some of the ideas floated are: * Add complete sets of off and on-ramps at 130th and 155th St. to reduce the influx of vehicles that use 145th St solely for the purpose of I-5 access. (which WSDOT says it will not do) * Acquire hundreds of folks properties to widen the 145th arterial, in some instances this would place a state highway within feet of Seattle and Shoreline folks' front doors, or directly in the path of current homes. There is also current infrastructure and or protected spaces in the immediate vicinity, such as a pumping station, Thornton Creek, and the Jackson Park Golf Course. * Add direct on and off-ramps to the station and parking structures from I-5.

I-399-001

Your comments voicing concern about the NE 145th Street Station location are noted. Sound Transit will mitigate traffic impacts caused by the project at NE 145th Street; however, building additional I-5 ramps to/from NE 130th and NE 155th Streets is outside the scope of this project. Sound Transit is currently coordinating with both the City of Shoreline and WSDOT on potential improvements in the NE 145th Street/I-5 interchange area.

I-399-001 | When I asked the Shoreline City Council how they plan to address this, or if they have worked with WSDOT to address these concerns, I receive blank stares and replies along the lines of "WSDOT will mitigate any issues". When I asked WSDOT if they had an official position, they said they had not released one but would be more than happy to talk to Sound Transit about the facts. I encourage you to speak to the WSDOT planners and employees who control this area.

I-399-002 | I have been to multiple Ridgecrest community meetings, and to the majority of the folks in the effected neighborhoods it makes much more sense to have the proposed two stations at 130th St. and 155th St. Some contributing factors supporting this are: * The already over-capacity and congested NE 145th St. arterial. * 130th is an arterial from Greenwood/99 to Lake City, but currently does not have the congested traffic that 145th St. does. * 155th is an arterial from Greenwood (via turning into Westminster Way, which turns into Greenwood), Aurora/99, to 15th Ave. NE * The more stations a mass-transit system has, the more people will have access to it, and more people will use it. The two stations, 130th and 155th St. would server a greater amount of citizens and provide access to more light-rail riders. * Two stations will split the traffic, and if applicable, the parking between two stations. * It will allow people to access the stations from 130th(125th&Roosevelt&130th), 145th, and 155th (All of which are East/West arterials). * 155th St. and 130th St. both have designated bike lines. 145th Street does not have a bike line, and is not safe for bicycle traffic. * 155th St. and 130th St. both have newer accessible sidewalks. The 145th St. and I-5 intersection is not very walkable, nor accessible. The sidewalks, where they exist, are not accessible. * It creates easy light-rail access not only for the Ridgecrest and Parkwood neighborhoods, but also for Lake City, Pinehurst, Bitter Lake, Haller Lake, Olympic Hills, and Broadview. * This will free up the East/West arterials for the crosstown bus routes to feed the stations. * Less, if any at all property and homes would need to be acquired. The property around the proposed 130th St. and 155th. St. stations are owned by the municipalities.

If you can, please visit and observe the congested NE 145th St. and I-5 intersection during morning or even rush hour. You will see how wanting to place a light rail station at 145th St. is very troubling.

Thank you for your time.

Ryan Basile 921 NE 146th Street Shoreline, WA 98155

I-399-002

Your comments in favor of the NE 130th Street and NE 155th Street Station locations are noted. Although the Preferred Alternative in the Final EIS does not include these station locations, Sound Transit did continue to evaluate them in the Final EIS.

Chapter 3 evaluates potential impacts, identifies mitigation measures, discusses bike and pedestrian improvements in the station area, and ridership.

Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ANDRIS and HELENA ZIEMA
 ADDRESS: 16805 NE 12th Street
 CITY: BELLEVUE STATE: WA ZIP CODE: 98008
 EMAIL ADDRESS: hziema@msn.com
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Dear Sirs,

Current plan of building Lynnwood Link through the Latvian Church/Center is absolutely unacceptable. The Latvian Church/Center is very important venue for our family and for all Washington + Canadian Latvian Society.

Please consider other alternatives which will not affect our center.

Sincerely, Andris Ziemā Hziema 09/20/2013
Helema Ziemā Hziema 09/20/2013



I-400-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-400-001

I of IV

Seattle, Sept. 19th 2013

Dzidra Razevska
UPANS

11515- 4th Ave. NE
Seattle, WA. 98125

To: Sound Transit Board
Draft EIS Comments % Lauren Swift
401 S. Jackson St., Seattle, WA 98104

Dear ladies & gentlemen,

I am a member of the Latvian
Ev. Lutheran Church and Community
Center (11710 - 3rd Ave. NE
Seattle, WA 98125)

Since 1961 - In USA since 1951.

The present proposed route of the
Lynnwood Link light rail will
destroy our Church and
Community Center: first the
construction equipment noise
etc. and later the light rail
itself passing every 3-10 min.
in front directly of our church's

I-401-001

Thank you for describing the importance of the church to you and the community, and for discussing its history and activities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Although construction activities will be adjacent to the church, Sound Transit will work closely with the church to maintain access, minimize parking loss, and reduce other potential construction disruptions to ongoing church and center activities. The primary construction in the area would be ongoing for 1-2 years in the area, but major construction activities would be shorter duration. For temporary impacts such as truck traffic, detours, noise, dust, light and glare, Sound Transit proposes best management practices to avoid and minimize impacts in Sections 3.6, 4.5.7, 4.6.7, and 4.7.7. The construction area would also be fenced to protect public safety, and the church would have a direct contact at Sound Transit to discuss any issues of concern. When operations begin, noise and visual impacts would be minimized by the sound walls proposed along the guideway.

I-401-001

If doors and windows, school-
 children's playground.
 You engineers know that better
 than we can imagine!!!
 Therefore I ask you to find an
 alternative route more distant
 from our property. I am convinced
 that this is possible and your
 engineers know & can do that.
 The reason I am asking you to
respect our Church's property,
on the present piece of land/
 location - because it was build
 only with our own caring hands
 and hearts. → The Latvian WWII
 refugees, who had lost everything
 when the Soviet army for the
 second time at the end of WWII
 occupied their country Latvia.
 The IRON curtain came down and
 divide the Europe. ^{There was no way} back for us.
 They had lost everything -
 their country, their homes -
 families were split, livelihoods
 gone.

III of IV
Many left only with what they
could carry, previous lives destroyed
We needed each other to survive in a
new foreign country - kind but strange
country, foreign language - we
needed each other for moral support,
for companionship, also financial
support.

And we build our church and the
center and made a new life in
this country that gave us the oppor-
tunity to do so. And we worked
all together giving each other moral,

physical support and companionship
It helped us to start new life - find
jobs, educate our children and
by now we all had rediscovered
the old Latvian truth - education

[education & health / community] you can lose
everything, but
if you have these 3 things - there
is always possibility for survival

It is a memorial for a group
of the Baltic refugees, many
are now dead. Between the many
also

I also my late husband who with
our late pastor Abolins was
hammering nails on the church
Roof.

This present piece of land and
the buildings on this particular
piece of land is so important
to us - as a memorial as something
that will provide continuation
^{between} the builders, their children, grandchil-
dren and their children - So they
know who they are where they roots
are and ~~where~~ ^{where} grand and great
grand parents left their own country
Don't destroy something beauti-
ful and unique just for con-
venience sake.

Do the right and just thing.
Thank you -

Dzidra Reseuer
Lpms

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Tanya Nicole Floria

ADDRESS: 15414 54th Pl. W

CITY: Edmonds STATE: WA ZIP CODE: 98026

EMAIL ADDRESS: tanyanicafloria@gmail.com

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

My family and I are long-time members of the Seattle area Lithuanian community. As such, the Latvian Church and community center in Northgate have been used and are being used for everything from my best friend's wedding to funerals of community leaders. I have been coming there with my family for almost 30 years (since I was born). It is of utmost importance to us that the community center remain open & usable during the building of what will hopefully be an elevated rail. We do not want anything to impact the strength our communities have built in preserving our long marginalized culture over the years.



I-402-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-402-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: VIJA BIRNBAUMS

ADDRESS: 4920-123RD P. S.E.

CITY: BELLEVUE STATE: WA ZIP CODE: 98006

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I HAVE BEEN A LIFETIME MEMBER OF THE LATVIAN LUTHERAN CHURCH AND CULTURAL CENTER IN NORTHGATE. IT WOULD BE A DEVASTATING LOSS TO THE WHOLE LATVIAN COMMUNITY IN THE STATE OF WASHINGTON TO LOSE THE USE OF OUR CHURCH AND CENTER FOR ANY SHORT OR LONG PERIOD OF TIME.

OUR LATVIAN HERITAGE IS VERY IMPORTANT TO ALL OF OUR FAMILY. OUR CHURCH AND CENTER ARE THE HEART OF OUR LATVIAN HERITAGE, TRADITIONS, CULTURE, AND LANGUAGE. RAPID TRANSIT TRAINS WHIZZING PAST OUR FRONT DOOR WOULD TOTALLY DISRUPT ALL THAT. THIS IS A VERY STRESSFUL AND TRAUMATIC TIME FOR US, SINCE WE REMEMBER THE CONDEM-
NATION OF OUR PREVIOUS CHURCH AND CULTURAL CENTER BUILDING, IN NORTH SEATTLE, IN 1969. WE DO NOT WANT HISTORY TO REPEAT ITSELF FOR THE SAKE OF OUR CHILDREN AND GRANDCHILDREN.



I-403-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you. The project includes a noise wall in this area that would mitigate noise impacts to the church as well as adjacent residences. Please see Section 4.7.7 for details.

I-403-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-403-001

I-403-002

Sound Transit

September, 18, 2013

Comments c/o Lauren Swift

401 Jackson Street

Seattle, WA 98104

Our organization, Seattle Estonian Society (SES), has reviewed the Lynnwood Link Extension DEIS and concluded that all the alternatives presented severely impact the Latvian Church and Community Center. As a member of Seattle Estonian Society, I can assure that SES relies heavily on this facility for fund raising, performances and meetings. Any disruption to its availability, whether temporary or permanent, will disrupt SES's work especially since Latvian Church is a main meeting place for our SES Board. Since Estonians do not have a place of our own, Latvian Church has become like home for us. SES would hate to see Latvian Center cease to exist, it will be a tremendous loss for our community.

I-404-001 Please make sure that all construction related impacts to the Latvian Center be mitigated in a manner which allows our continued use of this facility during construction, and that long term impact resulting from the operation of the light rail system be mitigated in a manner allowing our continued use of this facility.

Sincerely,



Mai Teras

Board Member of Seattle Estonian Society

I-404-001

Thank you for describing your concerns about potential effects the Latvian Evangelical Church and for highlighting its importance to the region's Baltic community. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Several sections in the environmental document have updated discussions of potential construction and long-term project impacts as well as describing mitigation that would allow the church and hall to continue their activities during and after construction. Section 2.5.1 describes the refined alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods; Sections 4.5 and 4.7 present discussions of visual and noise impacts respectively, including mitigation measures.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: SANDIS KONDRATS
ADDRESS: 1312 108TH ST S, TACOMA, WA
CITY: TACOMA STATE: WA ZIP CODE: 98444
EMAIL ADDRESS: SANDIS.KONDRATS@GMAIL.COM
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I IMMIGRATED FROM LATVIA TO USA WASHINGTON STATE HALF
A YEAR AGO AND DID NOT KNOW ANYONE IN THE AREA, EXCEPT
MY AMERICAN WIFE AND FEW OF HER FRIENDS. MANY MONTHS
I HAD HARDSHIP TO ADAPT AND I AM REALLY GRATEFUL FOR FINDING
AND GETTING INVOLVED AT THE LATVIAN LUTHERAN CHURCH AND
COMMUNITY CENTER. SINCE I BEEN INVOLVED WITH SEATTLE LATVIAN
COMMUNITY I AM FEELING MUCH BETTER BY LIVING IN WASHINGTON STATE.
AMERICAN-LATVIANS HAS HELPED ME TO ADAPT AND TO FEEL AS AT HOME.
IF LATVIAN LUTHERAN CHURCH AND COMMUNITY CENTER WOULD BE SHOT DOWN
TEMPORARY OR RELOCATED, THAT WOULD GREATLY IMPACT PACIFIC NORTHWEST
LATVIAN COMMUNITY AND COMMUNITY SPIRIT WOULD BE DESTROYED!
SEP 17, 2013 80000000



I-405-001

Thank you for describing the importance of the church and community center to you and the Seattle Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-405-001

I-406-001

Latvian	English
Sveicināti, dārgie tautieši! Esmu sašutis par ideju likvidēt Latviešu Sabiedrisko centru. To nedrīkst pieļaut! Tā ir viena no mūsu mazās tautas nedaudzajām kultūras salīnām plašajā pasaulē!!!	Dear fellow countryman! The idea of the liquidation of the Latvian Community Centre has shocked me. This cannot be permitted! This is one of the few islands of culture of our small nation within the global world!!!
Cerēsim, ka izdosies to nosargāt!!!	Let's hope we succeed in defending it!!!
Sirsniņus sveicienus no Latvijas-Rīgas-sūtīt, Bruno Strautiņš, Latvijas Mākslas akadēmijas profesors	With warmhearted greetings from Latvia –Riga, Bruno Strautiņš, Professor of the Art Academy of Latvia

I-406-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Arnie Lusis and Daina Birnbaums <alusmuca@centurytel.net>
Sent: Saturday, September 21, 2013 11:38 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link impact on Latvian Center

Dear Sound Transit Board,

I-407-001 | I am writing to you to let you how the proposed Lynnwood Link would impact my family and the Baltic community as a whole. Along with my parents, my family has attended church, Latvian school, folk dancing, concerts, plays and social events at the Seattle Latvian Center since its founding. My confirmation and wedding were celebrated in the church; I currently live in Kingston with my husband and our two teenage boys. Along with this third generation, we continue these same traditions – both of our children have attended and graduated from the Seattle Latvian School and continue to participate in events at the center. The Seattle Latvian Center is a regional gathering place for the entire Baltic community. If not handled correctly, the impact of the proposed light rail link will be devastating on this valuable group.

I-407-002 | The Latvian Center and Church was designed and built by the community itself in its present location near Northgate after being relocated from Wallingford when the city of Seattle needed that land. To relocate and rebuild again would be an unfathomable burden both emotionally and financially. I urge Sound Transit to proceed carefully and in good faith to allow us the use of our center while under construction, to mitigate noise, vibration, dust and any other impacts before, during and after without expense to the center. If this is not possible, all efforts need to be made by Sound Transit to relocate the center to an equivalent location with room for all of the many groups that currently use it. As our current center and church were custom built with all of this in mind, the alternative must be equal to the current location in size, scale, interior customization and ease of access. I ask that you work with the Seattle and greater northwest Latvian, Lithuanian and Estonian communities to preserve this community resource.

I-407-004 |

Thank you,

Daina Birnbaums

Hillbend Lane NE

Kingston, WA

360-297-3304

I-407-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

I-407-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-407-003

Construction of the light rail guideway in proximity to the Latvian Evangelical Lutheran Church would take approximately 1 to 2 years, and mostly occur between 8 am and 6 pm during weekdays with occasional nighttime and weekend construction. Near-term construction activities would included outreach and coordination with the church. Access to the church and community center buildings would be maintained before and during construction, though the access may change somewhat from existing conditions for short periods. Visual, air quality, and noise impacts would be avoided and minimized with the implementation of best management practices. These would include fencing the construction area for public safety, spraying the construction area with water to reduce dust, and use of temporary noise walls. For additional information, see Sections 4.5.7, 4.6.7, and 4.7.7, respectively.

The discussion of potential long-term impacts associated with the refined Segment A alternatives has been incorporated into the the Final EIS. Section 4.5.2 describes visual and aesthetic impacts; Section 4.6.2 outlines impacts to air quality; and Section 4.7.2 presents anticipated noise and vibration impacts. Potential mitigation measures

for unavoidable impacts are listed in the following sections respectively:
Section 4.5.7, Section 4.6.7, and Section 4.7.7.

I-407-004

Thank you for your comment. Please see the complete response to
Comment I-407-001.

I-408-001

Thank you for your comment stating your preference for the C3 alternative.

From: Anne Cunha <acunha5112@gmail.com>
Sent: Saturday, September 21, 2013 9:57 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Light Rail

Hello -

I have been a resident of Lynnwood for 20+ years and commute to Seattle for work using bus service from the Lynnwood Transit Center.

I-408-001 | Having reviewed the documents available online, I believe Segment C3 (at park-and-ride) provides the best alternative given the known potential impacts vs benefits.

Thank you for taking my input into consideration.

You are doing a great job of informing the public and inviting input.

Anne Cunha
6600 191st Street SW

From: Wendy DiPeso <wdipeso@gmail.com>
Sent: Sunday, September 22, 2013 10:31 AM
To: Lynnwood Link DEIS
Cc: John Behrens
Subject: DEIS Comment

Regarding the DEIS for the 185th Street station location:

I-409-001 The current DEIS suggests options for building one large or a couple small parking garages. One idea floated is to have one small garage on the West side of I-5 that would also serve as stadium parking for the Shoreline School District.

It is premature to offer suggestions for building parking garages without first doing a traffic study. Parking needs for the stadium are seasonal. There is some overflow parking on 185th and 5th Avenue during football season on Friday nights. The rest of the time the existing lot is largely empty.

Has the Shoreline School District been asked whether they intend to even keep the Stadium? They might like to get a big check from a developer instead.

Even with anticipated increase in traffic and demand for parking with the addition of a station, Sound Transit needs baseline knowledge of existing traffic patterns in the area before they can justify building a parking structure.

I do not have an opinion of whether a station should be built. I would like to see a traffic study before making any conclusions.

A second concern regarding parking:

I-409-002 Sound Transit has a limit as to how much money can be invested into the community to mitigate the impacts of the station. If a lot of funds are spent on a parking garage, those are funds that will not be available for sidewalks, cross walks and stop lights, which are items required for pedestrian and auto safety in order to make the new station acceptable to the community.

Sound Transit cannot assume that the City of Shoreline has the resources to provide these amenities. The City will instead expect developers to build sidewalks and stop lights as part of TOD. This strategy would result in piecemeal upgrades without the connectivity required for a safe and effective traffic plan.

For the sake of better decision making it is imperative that Sound Transit disclose to the community the consequences of each decision. What are the opportunity costs? For example, if X dollars are spent on parking structures, how many street lights and sidewalks would have to be eliminated from the plan?

I-409-001

Sound Transit has been coordinating with the Shoreline School District, which has expressed an interest in a shared facility. Section 3.2.4 of the Draft EIS documents the traffic analysis conducted at each of the potential station locations, including surrounding the NE 185th Street area. Morning (AM) and evening (PM) peak hour conditions today, and in the future with and without the stations were analyzed. More detailed documentation is included in the Transportation Technical Report that supports the Final EIS. Chapter 3 identifies the improvements and mitigation that could be implemented with the various alternatives, all of which assume parking as part of a multimodal access program.

I-409-002

Although Sound Transit has defined a project budget, it is also committed to mitigating adverse impacts identified in the Final EIS. The Preferred Alternative and other alternatives have defined bicycle and pedestrian improvements in the station area, and the project does not create safety hazards requiring mitigation.

I-409-002 | The tendency of the community is to envision grand plans without an understanding of the budget limits involved. Then, the City and/or other agencies are blamed when the citizens are disappointed with the end results. Better upfront disclosure of what is/is not feasible will help the community prioritize what it is they want to lobby for.

I was a member of the 185th street station committee from its inception but had to withdraw due to changing family responsibilities. Therefore, my concerns were not included in the letter that you received from them.

There are others in the community who have expressed similar concerns or do not want to see a parking structure built at all. Their voices are also not represented by the 185th Street Station organization. The committee has done a lot of outreach to residents to inform them of the station and that now is the time to weigh in on its design.

Thank you for considering my comments.

Wendy DiPeso
253-740-6569

From: Terry & Kathie Forsyth <cooper1@rockisland.com>
Sent: Saturday, September 21, 2013 4:46 AM
To: Lynnwood Link DEIS
Subject: DEIS Lynnwood I

Morning,

Instead of a long letter, the following are some final thoughts.

I-410-001

a. Glad to see all line on east side of I-5 until above Lake Forest Park station then down I-5 median.

I-410-002

b. Believing immediate access between parking structure, local buses and light rail is design's highest priority, Lake Forest Park station should also be on east side of I-5.

I-410-003

c. Lynnwood Park and Ride station. With future extension of light rail to surely to Paine Field's future commercial airport and Everett, distance equals time which makes the straight-line down I-5 favored. However, I prefer Option A because it eliminates the long walk between the far ends of the parking structure and the station--distant parking is much closer to trains but more so is safety for people walking to cars late at night. Surely the shorter the distance between cars and trains also reduces cost of security officers making Option C more expensive to operate.

I-410-004

d. All stations seem to have a maximum parking structure plan of 1900 cars. Are all stations designed for future expansion? My thoughts return to the Silver Spring, MD parking structure for the DC Metro station. Would be interesting to learn the vehicle capacity of that parking structure--it includes parking over a street. Related to this would be to learn how much they spend on security patrols at that station because the parking structure is separated from the station by the huge bus terminal and compare Sound Transit parking structure designs to projectable annual security costs to system budgeting.

Thanks,

Terry Forsyth
Friday Harbor, WA

I-410-001

Your interest in the median alignment is noted. We assume that you mean the Mountlake Terrace Station, and a preference for the station alternatives at the center, rather than the freeway station.

I-410-002

Thank you for the comment. The Preferred Alternative features a refined station design that places parking and the station close to the transit center, which reduces walk distances. Security costs at the system level would be generally similar for all alternatives, however.

I-410-003

Station parking, facility sizing, and design is balanced between the demand for parking and the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

I-410-004

Security will be a consideration as the design of the station and parking area are refined in the Final Design phase of the project.

From: Hill, Victoria R <v.hill@umiami.edu>
Sent: Friday, September 20, 2013 3:40 PM
To: Lynnwood Link DEIS
Cc: Lynnwood Link DEIS
Subject: My Grandfather's Hands: Latvian Church and Hall

Dear Whomever it may concern,

My grandmother and mother are both Latvian refugees who came to America when Latvia was invaded by the Soviet Union. I was born right before Latvia was freed from the Soviet Union. Even though my parents lived in Utah at the time, they brought me to Seattle where I was christened and baptized in the Seattle Latvian Church at age 4 months. This Latvian church and hall wasn't and isn't just a place for worship, it is the only place that we can share our Latvian heritage, have Latvian language school, and get to know each other. My grandfather, over 40 years ago, helped build this church with his very own hands and last year we held his funeral service at this very church which was attended by over 100 other Latvians. Every event that occurs in the Latvian community happens here: birthdays, funerals, christenings, celebrations, school shows etc. I am 22 years old and I want to be able to provide my future children Latvian heritage and show them a building and a center that their great-grandparents created and built. This building has housed mine and every other Latvian's most important events of our entire lives. Not only does it provide a shelter for the Seattle Latvians, but it allows a place for Latvians from around the world to come and visit. In fact, the President of Latvia, who recently met with President Obama, will be visiting the Seattle Latvian Church and Hall at 11:30 am September 22nd 2013. My grandparents specifically bought their house over 40 years ago because it is less than a block away from our Latvian Center. I have spent many Christmases and New Years walking from our house to our Latvian church. I can hardly bear the thought of not being able to do that anymore, especially since my grandfather just passed and it is a place of solace in my grandmother's life. I am telling you all this because if you choose to destroy The Latvian Center you will not just be tearing down a building, you will be throwing a whole community into debt and disarray. Losing the Latvian church would not only break our hearts, it will likely be a blow that the Latvian community will never be able to recover from. So I please ask you to realize the consequences of this action and know that a whole community filled with grandmothers, grandfathers, teenagers, babies, and parents will be permanently affected.

Sincerely,
Viktorija R. Hill

I-411-001

Thank you for describing the importance of the church and center to your family and the Latvian/Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-411-001

From: anitaozol iles <anitaozol@outlook.com>
Sent: Saturday, September 21, 2013 11:48 AM
To: Lynnwood Link DEIS
Subject: Sound Transit Link Light Rail system impacting the Seattle Latvian Church and Center at 11710 3rd Ave N.E, Seattle, WA 98125

I-412-001 I am writing to voice concern over the proposed plans for the Lynnwood Link Extension of the Sound Transit Link Light Rail system as it pertains to the Latvian Church and Community Center.

I was born in Latvia in 1943 and in 1944 my family was forced to flee our home to escape the invading Soviet Army. We lived in a Displaced Persons camp in Germany until 1949 when we were sponsored by the Lutheran Church to relocate to Olympia, Washington. This is a story many Latvians of my generation have. My parents, along with fellow Latvians that emigrated to Washington, worked hard to build a new life in America after losing everything.

My parents eventually settled in Sumner, Washington and were active in building the foundation for both the Tacoma and Seattle Latvian Communities. My father even helped to build the Seattle Latvian Church and Community Center. As a community in exile, it was of the utmost importance to have a way to preserve our language and heritage and to guarantee that it would be passed on to future generations.

As my parents grew older, I would drive them up to Seattle regularly to enjoy cultural and religious events, such as weddings, confirmations, holiday parties, plays and programs. I can attest to the fact that the Church and Community Center is as actively used today, if not more so, than it was during my parents' generation. Their dream of preserving the Latvian heritage is seen nearly every day at the Latvian center, from Latvian school to folk dance and choir, and larger community activities. Please don't deny future generations a chance to celebrate their heritage.

The Latvian Community Center has allowed me to keep active in my older years and stay involved with our community. Living in Puyallup, it is one of the few opportunities I have to meet and socialize with old friends and speak in our native language. I enjoy attending all of the cultural programming the Center hosts, including folk dance performances, the Christmas Bazaar, Latvian school programs, the annual Rummage Sale, as well as significant celebrations marking important Latvian holidays. I have also gotten involved with volunteering at some of these events.

I am also a member of the Tacoma Latvian Lutheran Church, which has been on the verge of losing a meeting place for our church services. It is becoming likely that our congregation will have to

I-412-001

Thank you for describing the importance of the church and center to your family and the Latvian/Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-412-001 | start commuting to Seattle for church services, as this is our only other viable option. A loss of the Seattle Latvian Church and Community Center would mean the end of our congregation.

For Latvians living all over the Puget Sound, the Seattle Community Center is essential. It is the only place we are all able to gather for community and social events. There is no other place for us to gather without the Seattle Latvian Community Center. A loss of this center, even temporarily, would be devastating. I urge the Sound Transit board to work with us to find a solution that does not result in the loss of Seattle Latvian Church and Community Center. Please help us to keep our heritage alive for future generations and to not let everything my parents' generation worked for to be in vain.

Thank you,

Anita Iles
8509 57th Ave E
Puyallup WA 98371

From: Sarmite L <sarmite21@yahoo.com>
Sent: Friday, September 20, 2013 11:11 PM
To: Lynnwood Link DEIS
Subject: Light Rail Extension

To whom it may concern,

All people of Baltic descent - Latvians, Lithuanians and Estonians living in this area are deeply interested in preserving the Latvian Community Center. All our everyday activities are connected with the Community Center. We had and have invested much effort in creating, building and preserving it.

I-413-001 | My request for Sound Transit is to keep the Center in its present location and ensure its operation in future.

Yours faithfully,
Sarmite Lunde
116 NW 55th Street
Seattle, WA 98107

I-413-001

Thank you for describing the importance of the church and center to your family and the Latvian/Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Ints Luters <iluters@me.com>
Sent: Sunday, September 22, 2013 10:02 AM
To: Lynnwood Link DEIS
Subject: Draft eis comments

The proposed impacts to the Latvian Community Center and church are not acceptable. The Latvian community in Seattle has had to suffer being uprooted from their homeland, then again uprooted from their original community center for "the public good" by the city of Seattle and is now under threat from wsdot and sound transit to be uprooted yet again.

- I-414-001** The at grade alternative eliminates our access, reduces parking and condemns the caretakers residence while the elevated alternative transforms the entrance to our church and community center into an environment not unlike that under or adjacent to the elevated section of SR 99 through downtown. Neither of these are acceptable. The at grade alternative could be acceptable if through the adjacent condemned properties, the Latvian Community Center and church could be provided a new access, a new caretakers residence, parking, bike or transit support.
- I-414-002** The elevated alternative could only potentially be acceptable if the elevated rail section were routed further west, maybe between the I-5 though lanes and the northbound northgate way on ramp/NE 130th street off ramp merge lanes. That might put it far enough west to avoid impacts to the Latvian community center, church and other adjacent properties. Please consider this as a potential solution to minimize impacts to the Latvians and other residents along this section of the light rail extension.
- I-414-003** As the project moves forward, I expect that wsdot and sound transit will keep our community informed and seek our input on the design as the project moves ahead. Instead of simply asking us whether the visual and other environmental impacts are acceptable, why not engage and involve us in defining some of the aesthetic opportunities that might present themselves to reflect our culture and heritage within the actual design along this section of track. Form liner patterns are an example of something that could reflect our rich heritage to both riders of light rail and possible travelers along I-5.
- I-414-004** The proposed alternatives both have impacts that have the potential to fatally affect our Latvian community and the greater Baltic community of Seattle and the northwest. Our community has to struggle to maintain our cultural identity and to convey our heritage to our children. We expect that the public agencies who are responsible for the Lynnwood light rail extension will ensure that their project does not compromise our future and our children's futures.

Sincerely,
Ints Luters and the Luters family

I-414-001

Thank you for your concerns about the potential displacement of the Latvian Evangelical Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. The Preferred Alternative realigns the access road, which would also provide the opportunity to maintain adequate parking supply.

I-414-002

The potential for this approach was reviewed during early planning described in Chapter 2 of the Draft EIS. I-5 lacks the available median in this section of the freeway to accommodate light rail and construction impacts would be higher; relocating lanes would also be more impacting than the currently proposed alternatives. This is consistent with the review of potential alignments described in Chapter 2 and it reflects the results of the compatibility report developed in collaboration with WSDOT. The elevated alternatives require a similar amount of land on the west side of the church parcel, but they would not need to realign the road.

I-414-003

Sound Transit will continue to involve the church and the community as design for the project progresses.

I-414-004

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church.

From: Imants Virsnieks <imantsjv@gmail.com>
Sent: Saturday, September 21, 2013 6:01 AM
To: Lynnwood Link DEIS
Subject: Save the Latvian Church

I-415-001 Save the Latvian Lutheran church. The church has provided continuity for Latvian in culture. It is just as important now as it was during the Cold War. Perhaps even more so. Now that Latvia is free country once again the members of the church and their children can travel there and use their language and experience their culture. This is especially important for the children who went to Latvian school at the church. Now with the added incentive of visits to a free Latvia the children and grand children can in turn raise their children to be bilingual in English and Latvian. They are in a unique position to appreciate freedom, democracy and self-determination .

Imants Virsnieks
PO Box 7937
San Diego, Ca 92167

Imants

I-415-001

Thank you for describing the importance of the church and center to the Latvian/Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Shane Hope <SHope@ci.mt.wa.us>
Sent: Monday, September 23, 2013 5:16 PM
To: Lynnwood Link DEIS
Subject: DEIS comment

I-416-001

Good info in the DEIS. For the B section of Lynnwood Link, I support Alternative B2 or B2A. It will support the most ridership and transit-oriented development. A station on the east side of the Transit Center at I-5 and 236th Street is a priority for maximizing the use of light rail and ridership opportunities in this area. This is consistent with Alternatives B1, B2 and B2A. Aligning the rail line so that a future station is possible at 220th and I-5 is also wise; this can happen under Alternative B2 or B2A. More ridership is possible with transit-oriented development near both stations than is currently acknowledged in the DEIS.

Shane Hope, AICP
Community & Economic Development Director
City of Mountlake Terrace
6100 219th St SW, Suite 200
Mountlake Terrace, WA 98043
425.744.6281
email: shope@ci.mt.wa.us
website: www.cityofmt.com

I-416-001

Thank you for your support of the B2 or B2A alternative. A station located on the east side of I-5 adjacent to the Mountlake Terrace Transit Center is the Preferred Alternative. Section 4.2 continues to show the transit center station as having higher TOD potential than the freeway station. The Final EIS evaluates a 220th Street SW Station as an option to the Preferred Alternative.

From: Daiva Dambrasukas <daivad@outlook.com>
Sent: Monday, September 23, 2013 10:04 PM
To: Lynnwood Link DEIS
Cc: Daiva Dambrasukas
Subject: Appeal to preserve Latvian Center in Sound Transit Expansion

Dear Sound Transit Decision Makers,

I-417-001

My name is Daiva Dambrasukas and I am a member of the Lithuanian-American Community of Seattle. I am writing today to ensure the continued lifeline of the Latvian Center which is under threat from the future Lynnwood rail link.

The Latvian Center has played an important part of preserving my own heritage and connecting me with others of my Baltic heritage (Lithuanians, Latvians and Estonians). Fourteen years ago I moved to Seattle from Chicago for a career opportunity. When I moved here, I knew all of one person in Seattle. Aside from this one friend, I did not know anyone of Lithuanian or Baltic heritage. A few weeks after my move to Seattle, I attended the Lithuanian Independence Day celebration at the Latvian Hall. It was at this event in the first few weeks of moving to Seattle where I met new lifetime friends who shared my heritage. Since that fateful day of attending the event at the Latvian Hall, I have worked with the Baltic Community at this site to host the St. Martin's Eve fundraising event for the Baltic Studies Program at the University of Washington as well as attend other Baltic Community Events.

Additionally, I write to express the unwavering need that the Latvian Center continue to be open during construction. Without the facility, these communities lack a space to meet for events that are hosted here: the Saturday school, the independence day celebrations of these three small nations, the St. Martin's fundraising event, church services, folk dancing and folk singing practices for the respective groups...the list continues on. Coupled with keeping the Center open also means that activity to mitigate the impact of construction; we will need access and parking and that power, lighting remain intact.

The Latvian Center in Seattle is unique and special in so many ways. I know of no other Baltic center in the United States that consistently supports all three Baltic communities. Seattle is a special place that has welcomed all three nationalities and enabled them to flourish under one roof, in one location. Any relocation or threat to the Latvian Center means a threat to all three cultures, all three communities and diminished access to a center of cultural importance.

Regards,
Daiva Dambrasukas
Seattle, WA
206-484-8172

I-417-001

Thanks for describing the importance of the church and center to the Latvian/Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Access to the church and community center will be maintained during project construction.

From: Nancy Andvik <andvik@wavecable.com>
Sent: Monday, September 23, 2013 10:12 PM
To: Lynnwood Link DEIS
Subject: Latvian Center
Importance: High

I-418-001

Dear Sound Transit,

The Latvian Center has been an important part of my life for over 20 years. Because of the Center and the communities it is home to (The Lithuanian, Latvian, and Estonian communities) the University of Washington has a Baltic Studies Program with a teaching staff. It is through activities at the center for over 20 years that this program has come into existence and receives continued support.

The Center provides on-going educational opportunities for university students, families, community members, and the public. Without the Latvian Center, these opportunities to gather in one consistent location would not be possible. The Center is a church and provides a wide variety of services.

My life-connection to friends both at the Latvian Center and in the Baltic countries is a direct result of the activities at the Center.

I urge you to keep the center open during construction phases, preserving parking access and the continuation of the Center as a facility after the construction is complete.

Sincerely,

Nanci Andvik

Lithuanian and Estonian Community Member

Seattle, WA 98125

andvik@wavecable.com

I-418-001

Thank you for describing the importance of the church and center to the Latvian/Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Access to the church and church hall will also be maintained during construction.

From: Daiva Dambraskas <toothwart2@hotmail.com>
Sent: Monday, September 23, 2013 10:22 PM
To: Lynnwood Link DEIS
Subject: Please respect and preserve the Latvian Center of Seattle

Hello,

I-419-001 I am writing this email to express the importance of respecting and preserving the Latvian Center of Seattle during the upcoming Sound Transit rail link construction to Lynnwood.

Though I am not Latvian, I am Lithuanian and I know what it means to have your place of worship and cultural heritage threatened and, ultimately, extinguished by outside forces. I am not speaking of the experience of my parents who fled their native country to escape Soviet rule, but rather the struggle and ultimate closure of my own Lithuanian parish and school in Gary, Indiana. Since the closure of my parish and the school where I learned to read and write in my parent's native language, the Lithuanian community there has lacked a place to meet and experienced a slow and painful dissolution.

Having personally experienced the loss of my own cultural center, I fear that the outcome to the Latvian Center will also be one of dissolution. Creating and allowing easy access to the Center during construction will enable all of the users a place to meet and continue their social, religious and cultural events. Don't do to the Latvian Center as other outside forces have done in other places in the US and caused the dissolution of a community and heritage in the name of progress. This truly is a Baltic center with all three heritages utilizing the facility.

If the Latvian Center should close or be moved, the displacement will be to all three heritages and communities and to a center that is one of a kind not just in the Pacific Northwest, but in the United States.

Regards,
Daiva Dambraskas

I-419-001

Thank you for describing the importance of the church and center to the Latvian/Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: jdubman@gmail.com on behalf of Jonathan Dubman <jon@dubman.com>
Sent: Monday, September 23, 2013 10:26 PM
To: Lynnwood Link DEIS
Subject: In favor of B2A for Segment B

I-420-001 For Segment B which includes Mountlake Terrace, I'm writing to support alternative B2A, which serves both the Mountlake Terrace Transit Center and the "optional" station at 220th Street SW.

The Mountlake Terrace Transit Center is a significantly better station location than the Mountlake Terrace Freeway Station (alternative B4), due to its proximity to the business district of Mountlake Terrace, designated a Town Center in the city's official comprehensive plan.

The importance of the freeway station location will diminish over time as Link is extended to the north. The Mountlake Terrace town center, in contrast, will become increasingly important over time to this growing community that has been especially proactive in imagining a better future for its downtown. As it stands there is a bit of a walk between the transit center and the true town center; the location in the freeway median is too indirect for a significant population, especially the less abled, to consider "walking distance" from the town center, thus severely diminishing the synergies that town center will hopefully feel with the region at large once this Link connection is constructed.

Meanwhile, it would not make sense to omit a station at 220th St.SW, This area already has strong employment density and has the potential for significant residential and employment growth over time. This location is one of the points where I-5 and SR 99 are closest. Without a station at 220th St., a very long stretch would be underserved by Link, and a station there will yield many long-term benefits.

thank you,
Jonathan Dubman
2014 E Calhoun St.
Seattle, WA

I-420-001

Thank you for your comment stating your preference for the B2A alternative with the Mountlake Terrace Transit Station and 220th Street SW optional station. The Preferred Alternative is based on Alternative B2, but has an option for a 220th Street SW Station.

From: Paul & Geni <paulfao@earthlink.net>
Sent: Monday, September 23, 2013 10:30 PM
To: Lynnwood Link DEIS
Subject: Impact on Latvian Center with Light Rail

I-421-001 I am a long time member of the Seattle Lithuanian Community. We have had many opportunities to use the Latvian Center over the years. We have been able to participate in weddings, funerals, fund raisers, cultural events, Lithuanian events, Latvian events, events including all three Baltic countries, and fundraisers for the programs at the University of Washington. The Latvian center is a special facility for us since it houses a chapel, a main hall with a stage and kitchen, and classrooms downstairs. My request is that during the construction of the rail line, that the center be allowed to stay open for us to use for our regularly scheduled events. It seems that an at-grade line would make the least amount of impact on the center. If we were to lose the use of the center, I don't know where we could go that would replicate what we have with the main hall, stage, kitchen, etc. I worry that the relocation of the center would be next to impossible for all of us who use it. The Latvian center was built at a time when economically, it was easier, and there were donation monies and labor that would not be available in this current day.

The Latvian Center is the focal point for all of the three Baltic Communities that use it. I hope that Sound Transit will do all in its power to see that the center stays open in the future and functions as it does today.

Geni Orrico

I-421-001

Thank you for describing the importance of the church and center to the Latvian/Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Didzis Beitlers <didzis3d@gmail.com>
Sent: Monday, September 23, 2013 10:42 PM
To: Lynnwood Link DEIS
Subject: About the Latvian Hall.

To whom it may concern:

I-422-001 | Please do your best to find a solution that works for both the rail line and to keep the Latvian hall operable. There won't be another one like this one put up in its place. The Latvians who came here during WW2, built it with their bare hands. If the hall is lost, so is a little part of Seattle's soul!

Sincerely,

Didzis Beitlers

I-422-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: g.rauda@comcast.net
Sent: Monday, September 23, 2013 10:49 PM
To: Lynnwood Link DEIS
Cc: melissarauda@comcast.net
Subject: Light Rail

I-423-001

To whom it my concern,

I am a member of the Latvian Center next to I-5 that will be impacted by the extension of the Light Rail to Lynwood. I support Light Rail, but would it be possiblevery much appreciated if you could come up with a plan that would not disrupt or eliminate the Latvian Center. I personally went to Latvian School in this building until the 10th grade. I was confirmed at the Latvian Church in 1980. I danced in the Latvian fold dancing group from 1988 - 1993. My son goes to the Latvian school for the past 3 years and will be going for the next 6years hopefully. I have a 22 month old who will start going to the preschool starting next year. My mom had here 80th birthday party at the Center. My grand parents and my fathers Memorial service was held at the Latvian Church/center. Beyond a personal story, Seattle is enriched culturally by the presence of the Latvian community. There are only 2 million people in the entire world that speak the Latvian language. It is considered possibly the oldest spoken language in Europe. The other 2 ancient ethinc groups from Europe are the Lithuanians and Estonians. They also use the Latvian center for their community events. Seattle has bragging rights. The only University in the world that teaches Latvian, Lithuanian and Estonian is the University of Washington. That would not have been possible without a strong Baltic community. Please work on a solution that will not disrupt the Latian Center. Thank You
Gunars Rauda
5829 5th NW
Seattle WA 98107
206-781-7206

I-423-001

Thank you for describing the importance of the church and center to you and the Latvian/Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Steve Beland <stevefay2001@yahoo.com>
Sent: Monday, September 23, 2013 11:44 PM
To: Lynnwood Link DEIS
Subject: Draft EIS Comments

Sound Transit:

I-424-001 Thank you for the opportunity to comment on your Draft EIS. I am enthusiastic about the light rail extension and would like for it to proceed once the implantation details are vetted with the community. Regarding the particular light rail route, I would like a stop in Shoreline near NE 175th or NE 185th Streets.

I-424-002 However, an existing transit operational deficiency in the area along this route needs to be considered in this EIS. With this route crossing county borders, particularly with each county served by their own bus transit systems, I am concerned that the overall transit plan overlooks the potential benefits of merging the 2 county's separate bus transit systems into a single entity. From the perspective of a reverse-commuter and one who works at a facility with the world's largest building and a huge commuting workforce, the regional transit is woefully inadequate today, and the alternatives in the draft EIS do not appear to address this shortfall or its role in the future. I live in Lake Forest Park and work at Paine Field in Everett. This deficiency should be addressed as an alternative in the EIS for a more technically complete comparison, and beyond just a what-if study, it could provide seamless bus service to greatly serve the community and reduce traffic growth with minimal incremental cost.

Such a single regional bus transit agency would realize efficiencies, provide missing cross-boundary transit services, and allow reallocation of existing labor and equipment resources. Specifically, this merger would include the Transit portion of Metro, Snohomish County's Community Transit, and perhaps Pierce County's Pierce Transit all under Sound Transit. Some cities have small transit services (e.g. Everett Transit) that may or may not join this merger but may readjust their routes to complement a re-organized regional transit authority.

This proposal comes from seeing nearly an estimated hundred or so empty dead-heading Community Transit (CT) or Sound Transit (ST) buses per week along my commute between Lake Forest Park and Everett, with the frustration that they are taking a route very close to my commute and I can't ride them! These are not just small buses, but the newer double-length or double-decker buses. Metro provides service toward Seattle and a milk-run towards Bellevue, but no service along the heavily traveled I-5 corridor, and certainly nothing worthwhile into Snohomish County. The CT and ST buses deadhead northbound in the morning out of Seattle and the Eastside to their two parking bases within a short walk of the Boeing plant with thousands of workers who commute from King County in their cars working in one concentrated location with virtually no transit service because of the jurisdictional boundary of the county line. In the afternoon, this process reverses with many buses deadheading south into King County. One of the subject CT bus facilities is at Kasch Park a couple blocks south of the main factory and the other is east of the engineering office buildings and buses pass through the main intersection that is closer to the building than most people can park their cars.

CT's goal is understandably to get Snohomish County residents into King County in the morning and back in the afternoon so stopping for other riders (like me) who live and pay taxes in King County is not in their direct interest and would slow down their buses' return to fetch more of their residents. Meanwhile, those of us within a couple miles of the county line in north King County live in a no-man's-land of bus practical service. Sure, Metro offers a small number of "custom buses" early to support a small number of factory workers but these are expensive because they go out of King County, run infrequently and are too early for many workers thus are not a viable commute approach for anyone needing the slightest flexibility in their work schedule. This leaves people in my situation not getting served despite paying taxes to support both Metro and Sound Transit.

In my daily commute of about 25 minutes each way, I'd estimate that I see nearly a hundred empty dead-heading buses each week (about 10 each way, 5 days per week = $10 \times 2 \times 5 = 100$) so I'd estimate there are a more such dead-heading buses if I were to extrapolate my 25 minute commute samples out over the whole peak commute times. Although some ST buses occasionally have passengers, they are operated by CT with overlapping objectives thus not realizing their full potential as a regional transit solution.

I-424-001

Thank you for your comment stating your overall support for the Lynnwood Link Extension project and a preference for a light rail station at NE 185th Street. No transit station is being proposed at NE 175th Street. Please see Section 2.5.1 for a description of the alternatives and especially look at Table 2-1a. A station at NE 175th Street was previously considered, as described in Table 2-3.

I-424-002

Thank you for your perspective on regional transit service. The merging of transit agencies is not within the scope of this study; however, Sound Transit will work with King County Metro and Community Transit to develop/refine transit integration and detail service plans as this project progresses.

I-424-002 Merging these agencies would remove the jurisdictional boundaries along the county lines, which today are nothing more than arbitrary lines as far as commuters are concerned in our regional economy. All of these empty bus trips each week could be re-allocated to meet our growing transit needs and alleviate freeway traffic. Many more commute trips could be accommodated with no additional operating expenses for drivers or maintenance, and no new capital expense for buses. In much the same way that airlines or other companies merge to achieve efficiencies, such a merger of these constrained county agencies into a single agency is overdue.

For my commute, I would like to simply board a frequently-running bus at the new mid-freeway Mountlake Terrace Transit Center at SE 236th Street (which sadly is not used as it could be) and take it all the way to either Kasch Park or the intersection near the engineering buildings (but hopefully not nearly as many of these buses would be dead-heading any longer). I could reverse this process in the afternoon and even ride my bike between the transit center and home when the weather is cooperative.

Sincerely,

Steve Beland
1847 NE 180th Place
Lake Forest Park, WA 98155
email: stevefay2001@yahoo.com

From: Meghan MacKrell <gertruderocks@gmail.com>
Sent: Monday, September 23, 2013 11:54 PM
To: Lynnwood Link DEIS
Subject: DEIS comments in support of a 130th street station

I-425-001

To Whom It May Concern,

I am writing to support a light rail station at 130th Street in Seattle as part of Lynnwood Link, with or without a station at 145th Street. These are the only options under consideration that allow for frequent and direct bus connections to the Bitter Lake Hub Urban Village and the Lake City Hub Urban Village in Seattle. These hub urban villages are an integral part of Seattle's Comprehensive Plan, which itself is integral to the implementation of Washington State's Growth Management Act, an act which also guides Sound Transit.

These urban areas are well established and fast-growing multi-use urban areas. They are served today by bus lines along their principal arterials (SR 99 and Lake City Way), including Sound Transit's own Express route 522, but these buses do not connect with Link, and these intensifying commercial and residential mixed-use neighborhoods lack good transit connectivity to the rest of the destinations on the Link system.

Neither 130th nor 145th has excellent transit-oriented development opportunities due to the effects on the watershed of I-5, major arterial streets and nearby parks, which is all the more reason why bus connections are so critical at this location. Even if Seattle and/or Shoreline are willing to intensify development around 145th Street, that location is too far north to directly connect the centers of these two northerly urban hubs with connecting bus service without adding travel time and permanently boosting operational expenses. Traffic related to I-5 would impede reliability of east-west bus connections at 145th Street.

An added benefit of a bus line connecting Bitter Lake and Lake City to Link via the 130th Street Link station is the improved direct bus connection that will be created between these two urban hubs, a connection that is lacking today. A crosstown route in this area would create transit synergies via the network effect, given existing and planned transit investments along SR 99 and Lake City Way.

There may be reasons to site a station in the vicinity of 145th Street, but if there is insufficient will or funding to create a station at both 130th and 145th Streets, 130th should take priority due to its proximity and better transit connection opportunities to the largest urban hubs in the northern section of the City of Seattle.

Thank You,
Meghan MacKrell
6387 NE Radford Drive
Apt. #4124
Seattle, WA 98115

I-425-001

Your support for a 130th Street Station is noted. However, Sound Transit anticipates the Northgate and the NE 145th Street Stations would also be accessible to transit connecting to Bitter Lake, and Lake City hub urban villages, based on initial planning for transit integration between Sound Transit and King County Metro. The 130th Street Station is included as an option being considered in the Final EIS for the Preferred Alternative.

From: Armand J. MacMurray <armandjohn@earthlink.net>
Sent: Tuesday, September 24, 2013 12:09 AM
To: Lynnwood Link DEIS
Subject: comments on Lynnwood Link Extension Draft Environmental Impact Statement

My comments relate to the impact of the Link extension on the Latvian Lutheran Church, school, and community center complex at 11710 3rd Ave Ne Seattle, WA 98125 (abutting the east side of I-5 between NE 117th and NE 120th St.

- I-426-001** The proposed Link extension route passes through the west side of this property, removing the access road and requiring demolition of the caretaker's house. However, I strongly urge that the *entire* property NOT be taken for Link use. The church and community center are a reflection of the diversity of the Puget Sound area population, and serve important community enrichment and civil society functions *in situ* in the Northgate area. It would be difficult to recreate these social benefits at reasonable cost elsewhere, in part due to the relatively large size of the parcel and functions performed there, and in part due to the central and accessible current location.
- I-426-002** In order to preserve the important and valuable civil society functions of the Latvian church/community center complex, I urge that Sound Transit make the following mitigations regarding the property:
- I-426-003** 1) Build one of the elevated options of Link north of 117th St (i.e. A3, A7 or A11).
- I-426-004** 2) Mitigate the train noise from the elevated section with a sound wall shielding the property to the east from train noise; make additional mitigations to the tracks, train speeds, etc, as necessary to further reduce noise.
- I-426-005** 3) Provide an alternate access driveway to the complex, either from adjacent properties to the southeast or northeast.
- 4) Compensate the center for taking the caretaker's house by building or paying for a new caretaker's house on or adjacent to the property.

Thank you for your consideration,
Armand MacMurray
1753 NW 57th St, #304
Seattle, WA 98107
armandjohn@earthlink.net

I-426-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. A portion of land on the edge of the church property would still be acquired for the Preferred Alternative and other at-grade alternatives and the caretaker's house would need to be relocated.

I-426-002

While elevated options remain under consideration, the Preferred Alternative is at-grade, but avoids displacing the church.

I-426-003

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, if existing WSDOT noise walls are removed as part of the project, they will be replaced.

I-426-004

The Preferred Alternative redesigns the access street to the south.

I-426-005

Please see the response to comment I-426-001. Sound Transit would provide for the relocation of the caretaker's residence. As noted in

Section 4.1, any acquisition of property would involve compensation to the property owner in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; the Washington State property acquisition policies and procedures in Chapter 8.26 Revised Code of Washington (RCW); and Sound Transit's adopted Real Property Acquisition and Relocation Policy, Procedures, and Guidelines.

From: Gleb S <tallgleb@hotmail.com>
Sent: Monday, September 23, 2013 9:54 PM
To: Lynnwood Link DEIS
Subject: Please consider the following when choosing C1/C2/C3

Please consider the following when making a decision regarding the Lynnwood Light Rail C1/C2/C3 route alternatives.

I-427-001 It is well-known that the C1 alternative would (negatively) affect residential neighborhoods, along with the people who live in them. It is very difficult to put a price on the hardship caused by moving from a place you love, a place you call home - a place you chose to live because of its tranquility, beauty, and the quiet and serene setting. It is also fair to say this would be the case for many. Therefore it would not make any sense to assume that *some would purposely look forward* to the unneeded and unnecessary intrusion of the Light Rail Link to snake through our neighborhood, and displace many residents if the C1 alternative is chosen. Yet this is precisely the case!

The C1 alternative, if chosen - will seek to acquire the Cedar Creek condominium complex to make way for the Light Rail Link. This is a privately-owned complex, one that many of us call home, and one that would be acquired in its entirety. It would be logical to think that all the people who live in the Cedar Creek condominium complex would be firmly against the C1 alternative from being chosen. Yet a very small number of residents, ones who reside here, and call this place home - are for the C1 alternative. Why do you ask?

We all know that in 2008, our economy suffered a tremendous negative growth. It was at this precise time that some of these people bought units in the Cedar Creek condominium complex. Naturally, prices paid were much higher than the actual value of the units, and after a few years, these units were labeled as "under water" (price paid is less than what it is worth now.) When Sound Transit released the C1 alternative as one of the possibilities - these people saw the C1 alternative as a way out of their poor financial choice. I find the fact that these people would choose the C1 alternative only because Sound Transit would offer to purchase their units utterly unethical, extremely selfish, and simply inhumane.

I-427-002 The vast majority of our community is against the C1/C2 alternatives since they so negatively affect us, our beautiful and beloved Scriber Creek Park, and the overall tranquility of our serene neighborhood. The vast majority of our community therefore wishes for the C3 alternative to be chosen by Sound Transit Board. We have more than 1800 signatures to show this to be the case. It is therefore only

I-427-001

Thank you for your comment stating your opposition to Alternative C1 due to displacement. Please see Section 4.1 for details on mitigation.

The Preferred Alternative evaluated in the Final EIS is a modified version of Alternative C3, which would avoid displacing residents at the Cedar Creek condominiums. However, if Alternative C1 is selected to be built, Sound Transit will compensate property owners affected by the project; see Section 4.1 of the Final EIS for property acquisition mitigation.

I-427-002

Thank you for your comment stating your opposition to the C1 and C2 alternatives due to the adverse effects on Scriber Creek Park, displacement of adjacent residents, and intrusion into the heart of the neighborhood.

I-427-002 | natural for me to ask you not to consider the comments of these people for any financial gain reasons they may forecast. If there are any valid reasons they have for the C1 alternative, consider them instead.

Sincerely,

Gleb Shein
tallgleb@hotmail.com
253-951-1812

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: GUNDEGA ABOLTINA
ADDRESS: 1145 B N 91st St
CITY: Seattle STATE: WA ZIP CODE: 98103
EMAIL ADDRESS: abolina@aol.com

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

It is really painful that with Lynnwood Link Extension just a straight line is made without regard to destroying the Community Center and the church for all the Baltic countries (Latvia, Lithuania and Estonia). They already have a painful road in history - so, the center served as a connection to their countries, culture and kids were able to learn the language and rich history and culture.



I-428-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-428-001

From: karen andersen <andkin4@yahoo.com>
Sent: Monday, September 23, 2013 2:47 PM
To: Lynnwood Link DEIS
Subject: Fw: Lynnwood Link

To Whom it May Concern,
I am a resident of South Lynnwood one block west of the proposed Lynnwood Link route for C1 and C2. I am opposed to these proposed routes for the following reasons;

I-429-001 C1: - C1 is the most invasive and disruptive route of the three. It would take out far too many homes, displacing many Lynnwood residents. This route would completely change the dynamic of quiet neighborhoods, and potentially ruin an F4 designated wetlands.

I-429-002 C2- - C2 is even more harmful to the valued wetlands and park. This plan would destroy the wetlands and endangered wildlife. The park would never return to it's current pristine condition.

I-429-003 It would also bring the train through quiet neighborhoods needlessly and take out a large engineering complex which employs over 100 employees.

I-429-004 C3- Is definitely the least damaging route for the local residents and the wildlife of the wetlands not to mention keeping the spirit of Lynnwood conservation alive. You see we are more than just a mall and a freeway exit. We are a thriving harmonious group of diverse neighborhoods, small businesses, ethnic restaurants and civic minded people.

I urge you to select option C3 as the route for the Lynnwood Link.
Thank you.

Devv Anderson
5308 202nd Pl SW
Lynnwood, WA 98036
206-261-4605

I-429-001

Your opposition to Alternatives C1 and C2 is noted.

I-429-002

In Segment C, Alternative C3 and the Preferred Alternative would have the least impact on the Scriber Creek wetland complex. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

I-429-003

Comment noted. Section 4.4 of the Final EIS evaluates the project's potential impacts on neighborhoods. Section 4.1 discusses potential displacements.

I-429-004

Thank you for your comment stating your preference for Alternative C3.

From: cinesea@comcast.net
Sent: Monday, September 23, 2013 1:48 PM
To: Lynnwood Link DEIS
Cc: chadr@komotv.com; cinesea@comcast.net
Subject: 145th/155th station

I-430-001 After talking with a few neighbors, we submit that a light rail station at 145th would be better than one at 155th Street. But, we do NOT want a parking garage built at either site as it would be extremely disruptive to the flow of traffic throughout our neighborhood. We believe that Sound Transit should NOT be building parking garages--they should be focusing on public transportation, NOT private automobiles. Instead of spending millions of dollars to buy land, force people out of their homes and build a massive concrete structure, that money would be better spent improving and expanding bus services to the light rail station. If someone feels they need to drive to a light rail station, then they can freely drive to Mountlake Terrace or Northgate and catch the light rail there.

I-430-002 Whatever station is built, we also feel it is important to design it in such a way that there are easy and quick connections to bus routes. Having to walk too far in the wind and rain to transfer would make many people not want to take the time for public transportation.

I-430-003 Again, we stress that we do NOT want a parking garage in the Ridgecrest neighborhood and will actively campaign against it as well as any city council member who advocates for it.

Thank you.

Your Ridgecrest Neighbors

I-430-001

Your preference for a 145th Street Station is noted. The proposed station with a parking facility addresses a need for good multi-modal access serving the needs of the region as well as local communities.

I-430-002

The station includes areas for efficient connections to transit routes feeding the station. Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the Final Design phase of the project. Appendix F of the Final EIS contains the conceptual plans for the project.

I-430-003

Your opposition to a parking garage is noted.

From: Dennis Barrett <dennisbarrett@q.com>
Sent: Monday, September 23, 2013 12:44 PM
To: Lynnwood Link DEIS
Subject: Proposal of NE 145th Station

Planners,

I-431-001 Any combination of sites that would include 145th, is a waste for Sound Transit. A station there would fail from the start and then negatively impact other stations and ST in general. This I5 on/off corridor is already an over worked location and adding ST, Metro and mass parking will not change that location as the #1 choice for most north east (Lake Forest Park, Kenmore, Bothell, N. Kirkland) commuters that want to drive south on I5.

Please contact WADOT for their input concerning this site.

Thank you.

Dennis Barrett
206 364 1188

I-431-001

Thank you for your comment stating your opposition to a light rail transit station at NE 145th Avenue. Traffic analysis was conducted for the operations of local streets for multiple modes of transportation. Section 3.2 of the Final EIS evaluates potential adverse effects the light rail transit station would have on highway access, local street capacity and level of service, and pedestrian and bicycle facilities. Where negative impacts would affect any of these modes of transportation, mitigation measures have been proposed in Section 3.6 to ensure there would be no deterioration in operations compared to future No Build conditions.

From: Ryan Basile <ryanbasile@gmail.com>
Sent: Sunday, September 22, 2013 6:51 PM
To: Lynnwood Link DEIS
Subject: Sound Transit DEIS / Comments c/o Lauren Swift

Dear Sound Transit Board members,

I-432-001 Hello. I am very excited for the light rail system and the ability to walk to a light rail station from my house. I do have legitimate concerns over the Shoreline City Council's recommendation for the light rail station and parking structure to be placed at 145th St. (SR-523) and I-5. The Shoreline City Council is not discussing the reality of the conditions of traffic on 145th Street, or the 130th/155th St. options with WSDOT, Sound Transit, or the community.

The intersection where it would be placed (145th St. NE and I-5) is already a highly congested area. According to WSDOT, the intersection and the stretch of NE 145th St. surrounding it is already, in their words, over-capacity. Adding another destination focal point can only cause more congestion.

There are a couple of contributing factors to this, including, but not limited to:

- * It is the only complete set of I-5 on and off-ramps between Northgate and 175th St. NE.
- * There is minimal queuing area for the cars to enter the I-5 on-ramps. Which creates backups on 145th St. east and west of the intersection and in-between on the overpass bridge. This, in turn, creates backups on the I-5 off-ramps.
- * It is a main arterial to I-5, that receives the bulk auto traffic not only from Shoreline neighborhoods, but also from Haller Lake, Greenwood, Aurora, Lake City, Bothell, Woodinville, Pinehurst, Lake Forest Park, Kenmore, and east-side traffic.
- * According to WSDOT, traffic increased 11-15% on NE 145th St./SR-523 after the 520 bridge was tolled and people started using it as the connector around the north-side of the lake to I-5.

Currently, 145th St. east and west of the I-5 intersection during morning and evening rush-hour has two-lane 1/4 to 1/2 mile backups of cars waiting to go northbound and southbound onto I-5. One of the major problems is there is no good way to mitigate the issues of a light rail station on 145th. Some of the ideas floated are:

- * Add complete sets of off and on-ramps at 130th and 155th St, to reduce the influx of vehicles that use 145th St solely for the purpose of I-5 access. (which WSDOT says it will not do)
- * Acquire hundreds of folks properties to widen the 145th arterial, in some instances this would place a state highway within feet of Seattle and Shoreline folks' front doors, or directly in the path of current homes. There is also current infrastructure and or protected spaces in the immediate vicinity, such as a pumping station, Thornton Creek, and the Jackson Park Golf Course.
- * Add direct on and off-ramps to the station and parking structures from I-5.

I-432-002 When I asked the Shoreline City Council how they plan to address this, or if they have worked with WSDOT to address these concerns, I receive blank stares and replies along the lines of "WSDOT will mitigate any issues". When I asked WSDOT if they had an official position, they said they had not released one but would be more than happy to talk to Sound Transit about the facts. I encourage you to speak to the WSDOT planners and employees who control this area.

I-432-003 I have been to multiple Ridgecrest community meetings, and to the majority of the folks in the effected neighborhoods it makes much more sense to have the proposed two stations at 130th St. and 155th St. Some contributing factors supporting this are:

- * The already over-capacity and congested NE 145th St. arterial.

I-432-001

The Draft EIS included the results of the traffic analysis conducted for the operations of local streets for multiple modes of transportation, including at NE 145th Street, along 5th Avenue NE, and the on and off ramps and adjacent sections of I-5. Several of the alternatives, including the Preferred Alternative, revise the on-ramp and include features to help move traffic through the area and address queues. This includes turn lane additions, intersection modifications, and new signalized intersections. Section 3.2 of the Final EIS defines the potential adverse effects the light rail transit station alternatives would have on highway access, local street capacity and level of service, and pedestrian and bicycle facilities. Where negative impacts would affect any of these modes of transportation, mitigation measures have been proposed in Section 3.6 to maintain operations at least as good as No Build operations. The analysis does not reveal that the project would notably alter operations on I-5 or increase the volume of vehicles using the I-5 on or off ramps, in part because the interchanges in this area are limited, and because a potential transit patron trying to access light rail via I-5 would have other light rail stations closer to where they would start or end their trip.

I-432-002

Sound Transit and FTA have been working with WSDOT, Shoreline, and area agencies since the start of early scoping for the project alternatives analysis in 2010. WSDOT is a cooperating agency for the Lynnwood Link Extension project and has been extensively involved. As a cooperating agency, WSDOT has jurisdiction by law or special expertise with respect to transportation related impacts involving the interstate.

I-432-003

Thank you for your comment providing a detailed list of reasons for your preference for new light rail transit stations at NE 130th and NE 155th Streets and your opposition to a light rail transit station at NE 145th

I-432-003

- * 130th is an arterial from Greenwood/99 to Lake City, but currently does not have the congested traffic that 145th St. does.
- * 155th is an arterial from Greenwood (via turning into Westminster Way, which turns into Greenwood), Aurora/99, to 15th Ave. NE
- * The more stations a mass-transit system has, the more people will have access to it, and more people will use it. The two stations, 130th and 155th St. would serve a greater amount of citizens and provide access to more light-rail riders.
- * Two stations will split the traffic, and if applicable, the parking between two stations.
- * It will allow people to access the stations from 130th(125th&Roosevelt&130th), 145th, and 155th (All of which are East/West arterials).
- * 155th St. and 130th St. both have designated bike lines. 145th Street does not have a bike line, and is not safe for bicycle traffic.
- * 155th St. and 130th St. both have newer accessible sidewalks. The 145th St. and I-5 intersection is not very walkable, nor accessible. The sidewalks, where they exist, are not accessible.
- * It creates easy light-rail access not only for the Ridgecrest and Parkwood neighborhoods, but also for Lake City, Pinehurst, Bitter Lake, Haller Lake, Olympic Hills, and Broadview.
- * This will free up the East/West arterials for the crosstown bus routes to feed the stations.
- * Less, if any at all property and homes would need to be acquired. The property around the proposed 130th St. and 155th St. stations are owned by the municipalities.

If you can, please visit and observe the congested NE 145th St. and I-5 intersection during morning or even rush hour. You will see how wanting to place a light rail station at 145th St. is very troubling.

Thank you for your time.

Ryan Basile
921 NE 146th Street
Shoreline, WA 98155

Street. Please see Section 3.2 in the Final EIS for updated discussions of both long-term adverse transportation effects compared to the No Build Alternative and the updated list of potential mitigation measures in Section 3.6. Please note that the Preferred Alternative includes localized bicycle and pedestrian improvements, and safety and operational improvements.

From: Martin Berzin <mberzin@gmail.com>
Sent: Sunday, September 22, 2013 8:31 PM
To: Lynnwood Link DEIS
Subject: Save the Seattle Latvian Lutheran Church

To whom it may concern:

I-433-001

I am writing to you to in hope that the Seattle Latvian Lutheran Church and Latvian Center can continue to operate normally during and after the Lynnwood Link Light Rail construction.

I was born and raised in the Seattle area and grew up a part of the Seattle Latvian community. Due to my career and studies, I moved out of state and overseas for about 14 years and one of the primary reasons I chose to return to Seattle was due to its strong Latvian community. Both of my parents immigrated to the US after WWII and eventually settled in Seattle. My life revolved and continues to revolve around the Latvian center and church: I attended and graduated from our local Latvian school, attended Latvian church for as long as I can remember, danced for many years with the Seattle Latvian folkdance group Trejdeksnitis and even ended up marrying a Latvian from Latvia, who now lives with me in the Seattle area, along with our two young children, who both speak Latvian and attend Latvian school each week. I am part of the Latvian church's board and an active church member. The Latvian church and Center is a place of worship, learning and also a place to meet old and new friends.

I'm very concerned if the Center and church were to relocate as it could really impact my family's ability to participate in the Latvian community, especially if our commute increased significantly or if the new facility was not at least equivalent in size and quality as our current facility. Moving could eventually lead to the collapse of our Latvian community if other members aren't able to regularly participate in the church and Center's activities.

Our Latvian church and Center has already been forced to relocate once before and it seems hardly fair to ask us to relocate again, especially given the number of people who have chosen to live in the current location's vicinity and the extent the Center revolves around our lives. It has always bothered me that my parents could not christen me in our own Latvian church as I was born shortly before the current Latvian church was built and after the previous Latvian church was razed to make way for a park. My children were christened in our current Latvian church and I hope that when they have kids, they can elect to christen and raise their kids in our church as well.

I-433-002

As my family's life revolves around the Latvian church and Center, I feel strongly that we need to have uninterrupted access to the current location during and after construction of the Light Rail. I pray the train's path can be altered to avoid any impact to us, but if that's impossible, please build the train at grade level to minimize the impact (view, noise, hopefully vibration, etc.) to our Center's regular operation.

Thank you,
Martin Berzin
(425) 420-7495

I-433-001

Thank you for describing the importance of the church and center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-433-002

Access to the church would be maintained during construction. The Preferred Alternative identified by the Sound Transit Board is at-grade adjacent to the church. The project will include design and mitigation measures to minimize visual impacts (Section 4.5 of the EIS). The project will include mitigation to reduce noise and vibration below FTA criteria.

From: Sandra Berzina <sandraberzina@live.com>
Sent: Sunday, September 22, 2013 8:36 PM
To: Lynnwood Link DEIS
Subject: Save the Seattle Latvian Lutheran church and Center

To whom it may concern:

I am providing my comments regarding Sound Transit's plans to build the Lynnwood link.

I've been living in the US for about 6 years and just returned from a trip home to Latvia and realized that I wouldn't feel as comfortable living here without our Latvian community that's been going strong for so many years mainly thanks to the Latvian Center and Latvian Church. It fulfills my need for Latvian culture and language, something that I never really thought about in the past. I've met a lot of friends at the Center – Latvians that were born here and those that have moved here from Latvia. Both of my children regularly attend the Latvian school and I hope that thanks to that they'll grow up truly bilingual. We have quite a lot of things happening in the Center throughout a year – several bazaars a year, different events during Christmas, Easter, Summer Solstice etc. Theater from Latvia visits our Center several times a year and that's especially important for me personally.

I-434-001 Losing the Latvian Center would really impact me and make it more difficult to feel at home here in Seattle as it's a big part of my life. Moving the Center to an inconvenient location would have a huge negative impact on our Latvian community as so many of us have chosen to live in the Center's vicinity and wouldn't be able to remain an active part of the community, which could lead to our Latvian community's eventual collapse. We need our Latvian church and Center to remain at its present location and have its doors open, even throughout the Light Rail's construction period. I'm really concerned that the dust, vibration, noise, access issues and view of the train (especially if it's elevated) will negatively impact our regular church and Center activities.

Thank you.
Sandra Berzina

I-434-001

Thank you for describing the importance of the church and center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the edge of the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describing the refined alternatives for Segment A; Section 4.1 describing the acquisition impacts; Section 4.4 describing impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

Access to the church and center will also be maintained during construction.

From: Biteman, James F <james.f.biteman@boeing.com>
Sent: Monday, September 23, 2013 1:06 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center - Light Rail
Importance: High

Dear Lauren Swift & Sound Transit,

I am by blood lines, not Latvian. However, I am in my heart and soul a Latvian. I married my wife Ruta in the Latvian Church on May 17th 1986. Our son, Aleksandris was baptized there and attended Latvian School each Saturday for many, many years. The community center is the heart of the community and we Latvians are the blood. One without the other is not possible.

In the 30 years I have been a part of this community it is the Church and Center that has been the example of what the Latvians wished their country to be: Free, open, democratic and safe. The Country of Latvia now has these rights, in part, due to centers like this where ex-pats were able to gather, discuss and even vote for change in their home country.

I-435-001

Many of the Latvian elders have moved to neighborhoods near the Latvian Church so they may be close to those they care most about and to be able to be a part of this very special community. To displace the function, the Baltic communities that know this place as a sanctuary, would be to essentially disband the community and send them adrift in a sea of uncertainty...like they were in World War 2 and in 1969 when the church was forced to relocate previously. In 1969 the community was much smaller, but just as tight and as important as it is today. However today, the Church and Community has grown to a size that would making it extremely difficult to move and have it survive for those it serves.

For the record, I am a huge supporter of Light Rail. Having lived in, and traveled throughout Europe over the years I know how important this is to our community in so many ways. I want to see Light Rail succeed.

I do not envy you and your team in this process of evaluating the best solution. What we do need is a solution that will be the best for all involved, and that would have to include the Latvian Church and property staying there and available to its members and friends as it has for so many years.

Thank you for the work you do.

Warm Regards,

Jim Biteman

Manager

West Corridor Analysts / Lean / Employee Involvement

Ph. 206.662.2445 Cell 206.854.5175 M/C 46-89

"If yesterday was tomorrow would you do anything differently?"

"The time it takes to do the job safely, is the time it takes to do the job."



I-435-001

Thank you for describing the importance of the church and center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Wes Brandon <wesley.j.brandon@gmail.com>
Sent: Monday, September 23, 2013 4:10 PM
To: Lynnwood Link DEIS
Subject: comments on DEIS

I reside at 20314 5th NE in Shoreline WA. I am both excited and concerned about the siting of stations at 236th SW and 185th NE.

I-436-001

Living just outside the impact rings drawn by both station plans I would like to urge your team to consider the possible ramifications of the design of either of these stations on the families living along 5th NE. I would like the impacts of the siting both stations to be considered concurrently as a whole and not separately. 5th AVE NE is the closest through street on the west side of the freeway and I assume traffic will increase as ridership increases. Myself and about ten residences face 5th and are outside the half-mile zone that is in consideration for planning of the two stations. I am concerned that the impacts will be considerable if proper planning for alternative routes to and from the stations are not addressed. Currently the neighborhood in which I live (Northridge) is isolated by 205th NE to the north and I-5 to the east. The site planning for the station at 236th SW should address pedestrian and automobile access from the south for this area and the commuters from Lake Forest Park to help mitigate turning 5th NE into the major access route from 205th NE. I recall all too well the diversion created when the carpool and traffic flow regulation signals were installed. The time to get this right is now during planning. I do not want to see my street turned into a thoroughfare for commuters. This was and still is a neighborhood and planning should take into account the human scale impacts. Our neighborhood has had to absorb much of the noise, congestion and aggravation of the increased traffic moving down I-5 without much in the way of return. I would hope that this project would consider the historical impacts and seek to minimize the effects of this new stage of transportation development

Thank you for your time,
Sincerely
Wes Brandon

I-436-001

It is anticipated that 5 to 10 percent of the trips accessing the 185th Street Station would drive on 5th Avenue NE, which translates to 25 vehicles or less in the morning (AM) or evening (PM) peak hour. This is a relatively small addition to the traffic already using the facility. Chapter 3 of the Final EIS describes potential impacts and identifies mitigation measures in Section 3.6.

From: Steve Buck <sbuck@uw.edu>
Sent: Monday, September 23, 2013 7:25 PM
To: Lynnwood Link DEIS
Subject: Preserve the Latvian Center

Folks,

I-437-001 I am glad that Light Rail will be extended but I hope that you can arrange to preserve the functionality of the Latvian Center and church. This facility serves as the hub, not just for the Latvian Lutheran congregation, but for the extended cultural communities of all of the Baltic countries in Washington State. For the past 30 years, I have been learned much and met many people representing Lithuanian, Estonian, and Latvian communities at the Latvian Center. We have celebrated our respective independence days, held schools for our children and fund-raising and cultural celebration events, and come together across the three communities in ways that only a large facility of this sort permits. These events and the school that is held there are key links in nurturing and preserving the culture and language of these communities. This is where we come together to sing, to dance, to pray, to honor our heritage, and to support each other as we move forward.

Please work out ways that the center can remain open and functional during construction and will retain as much access and parking as possible after construction is completed.

Sincerely,

Steven L. Buck
Treasurer,
Lietutis Lithuanian Dancers

I-437-001

Thank you for describing the importance of the church to the region's Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Nancy Celms <nancycelms@gmail.com>
Sent: Monday, September 23, 2013 5:58 PM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church

To whom it may concern:

I lived in the SF Bay Area when BART first opened and have ridden it periodically when I return to visits. I applauded the Seattle area finally getting a rapid transit system and voted for it many years ago and look forward to it being up and running sometime in my life time...maybe even along the I-405 corridor as well.

Imagine my dismay when I found out the light rail was going to adversely affect the Latvian Lutheran Church! This church has been an important part of my family's life since I married my Latvian husband. When my husband's parents were still alive, we would take my them there for senior citizen club and to watch my father in law perform in plays.

After we had our children, Latvian Saturday school became part of our lives. Our daughter was confirmed there and danced on Sunday evenings with the Tredekitnis dance group. I learned both Latvian cooking and Latvian sewing there. We look forward to annual Latvian bazaar each November.

I-438-001 | I don't understand why you think it would be okay to affect our cultural center by building your light rail on the east side of the freeway. It seems like you could move the light rail on the west side of I-5 instead with less impact on communities.

Thank you-
Nancy Celms

I-438-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Sara Celms <saraecelms@gmail.com>
Sent: Monday, September 23, 2013 5:45 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center

I-439-001 | I am writing to voice my dismay that the light rail train will run right past my community center. I deeply wish that the train could run along the west side of the freeway. I feel like that would spare us and other families and communities from much distress.

I-439-002 | Understanding that Sound Transit has moved ahead with its planning with the line running along the east side of the freeway, I hope that a ground level option will be selected. In addition, I hope that a sound barrier will be build to protect my community center from noise disruption and that our caretakers' home will be replaced. It is necessary for us to have continuous access to the community center throughout the construction process so I hope that will be taken care of as well.

I-439-003 |

Thank you for your time,

Sara Celms

I-439-001

Thank you for your comment stating your concerns about impacts to the Latvian Evangelical Lutheran Church. The Preferred Alternative is at-grade, but all alternatives now avoid displacing the church and hall. During early project planning, a broad range of corridors and alternative alignments were considered. The results of this analysis are found in the Alternatives Analysis Report and described in Chapter 2, Section 2.6.

I-439-002

The noise analysis for the Lynnwood Link uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below this criteria. Sound Transit's policy is to mitigate moderate or severe impacts. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-439-003

Although current designs show the caretaker's residence needs to be relocated, Sound Transit would provide for the relocation, as described in Section 4.1. Access to the church and hall would be maintained during construction.

From: Bridgett Chandler <bridgett.a.chandler@gmail.com>
Sent: Monday, September 23, 2013 5:02 PM
To: Lynnwood Link DEIS
Subject: DEIS

September 23, 2013

Sound Transit

ATTN: Lauren Swift

401 Jackson St

Seattle, WA 98104

LynnwoodLinkDEIS@soundtransit.org

RE: Comments on 7/26/2013 DEIS

To Whom It May Concern,

I am writing as a Seattle resident to express my support for regional light rail, and, in doing so, to urge Sound Transit to do right by a longstanding community organization that has been unduly disrupted by our civic decisions and needs over the years. The Latvian church and community center plays an irreplaceable role in the lives of many people in our region, and a solution that allows them to continue to operate as a place of worship and an essential cultural gathering place must be found.

It was a pleasure to read in the local paper today that the President of Latvia was visiting on a trade mission. I am sure you appreciate how extraordinary it is for a visiting head of state to decide to weigh in on a local civic matter. He clearly understood how very critical it is for emigres to have a place that connects them to their culture and personal history. That is especially true when the reason for their emigration was to escape an invading regime that represents a world view that we as Americans have a long tradition of trying to contain in the

I-440-001

Thank you for describing the importance of the church and hall to the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-440-001

name of values we hold dear: life, liberty, the pursuit of happiness, the common good, justice, equality, diversity, truth, popular sovereignty, and patriotism.

I have personal, professional, and civic relationships with members of the Latvian community in the Northwest that go back to my childhood. I care deeply about the impacts our collective decisions have on any individual or group. I am particularly concerned when the same group has been asked to pay such an extremely high price multiple times. I know them to be supporters of light rail, and I know them to be extremely productive and valuable members of our larger community.

I-440-001 | I have to say that I don't see how any of the alternatives in the DEIS give them a fighting chance to continue to enjoy their space for religious and cultural events. I want to support a fair outcome for this and any group so seriously affected by how we meet our regional needs.

Sincerely,

Bridgett Chandler

--

Best,
Bridgett

bachandler@post.harvard.edu

From: Iwata, Roger
Sent: Tuesday, September 24, 2013 10:09 AM
To: Michael Christopher
Cc: Lynnwood Link DEIS
Subject: RE: Dangers of loosing our heritage by relocation of Latvian Center

Mr. Christopher,

Your comment has been forwarded to the email inbox for DEIS comments on the Lynnwood Link Extension and will be included as part of the public record. I noticed an "n" missing in the email address you used so this is the reason it did not work.

Thanks for taking the time out to comment on the project.

Regards,

Roger Iwata

*Roger Iwata, Community Outreach Corridor Lead
Sound Transit, Design Engineering & Construction Management
401 S. Jackson St., Seattle, WA 98104
206.689.4904*

From: Michael Christopher [mailto:michael_christopher@orangely.com]
Sent: Tuesday, September 24, 2013 3:20 AM
To: Iwata, Roger
Subject: Fwd: Dangers of loosing our heritage by relocation of Latvian Center

Dear Roger,

I am forwarding you an email that I have been trying to send to lynwoodlinkdeis@soundtransit.org. It seems the email I have received is not working. This letter is in response to the idea of relocating the Latvian Community center based on the possibly transit expansion of the lynwood link.

Could you please help me with forwarding this email to the right address? The email basically informs the cultural significance of this facility. The center has been a hub to latvians and my family for the past 40 years.

Thank you,
Michael

----- Forwarded message -----

From: **Michael Christopher** <michael.christopher@orangely.com>
Date: Tue, Sep 24, 2013 at 3:04 AM
Subject: Dangers of loosing our heritage by relocation of Latvian Center
To: lynwoodlinkdeis@soundtransit.org

Dear Sir or Madame of Sound Transit,